PLANNING AND LAND USE MANAGEMENT COMMITTEE

Thursday, September 17, 2020

ROOM 1010, CITY HALL - 10:00 AM
200 NORTH SPRING STREET, LOS ANGELES, CA 90012

MEMBERS: COUNCILMEMBER MARQUEECE HARRIS-DAWSON, CHAIR
COUNCILMEMBER BOB BLUMENFIELD
COUNCILMEMBER CURREN D. PRICE, JR.
COUNCILMEMBER GILBERT A. CEDILLO
COUNCILMEMBER JOHN S. LEE

Leyla Campos - Legislative Assistant (213) 978-1078
(Questions may be submitted to clerk.plumcommittee@lacity.org)

In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, this Los Angeles City Council committee meeting will be conducted telephonically.

The audio for this meeting is broadcast live on the internet at www.lacity.org/government/follow-meetings/council-committee-meetings. The live audio can also be heard at: (213) 621-CITY (Metro), (818) 904-9450 (Valley), (310) 471-CITY (Westside) and (310) 547-CITY (San Pedro Area).

Members of the public who would like to offer public comment on the items listed on the agenda should call 1 669 254 5252 and use Meeting ID No. 161 644 6631 and then press #. Press # again when prompted for participant ID. Once admitted into the meeting, press *9 to request to speak.

Requests for reasonable modification or accommodation from individuals with disabilities, consistent with the Americans with Disabilities Act can be made by contacting the City Clerk's Office at (213) 978-1133. For Telecommunication Relay Services for the hearing impaired, please see the information located at the end of this agenda.

Submit written comment at LACouncilComment.com
Click here for agenda packets

Note: For information regarding the Committee and its operations, please contact the Committee Legislative Assistant at the phone number and/or email address listed above. The Legislative Assistant may answer questions and provide materials and notice of matters scheduled before the City Council. Sign Language Interpreters, Communication Access Real-Time Transcription (CART), Assistive Listening Devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting/event you wish to attend. Due to difficulties in securing Sign Language Interpreters, five or more business days notice is strongly recommended. For additional information, please contact the Legislative Assistant listed above.

Notice to Paid Representatives: If you are compensated to monitor, attend, or speak at this meeting, City law may
require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org.

MULTIPLE AGENDA ITEM COMMENT

GENERAL PUBLIC COMMENT

ITEM NO. (1)
07-1175
Director of Planning oral status report relative to ongoing development of City planning policies, work programs, operations, and other items of interest.

ITEM NO. (2)
14-0898
CD 12
TIME LIMIT: 9/28/20; LAST DAY FOR COUNCIL ACTION: 9/25/20
Communication from the Mayor relative to the reappointment of Ms. Esther Margulies to the West Los Angeles Area Planning Commission (WLAAPC) for the term ending June 30, 20205.


Community Impact Statement: None submitted.

ITEM NO. (3)
14-0558
TIME LIMIT: 9/28/20; LAST DAY FOR COUNCIL ACTION: 9/25/20
Communication from the Mayor relative to the reappointment of Ms. Esther Hatch to the Harbor Area Planning Commission (HAPC) for the term ending June 30, 2025.

Financial Disclosure Statement: Pending

Community Impact Statement: None submitted.

ITEM NO. (4)
14-0915
TIME LIMIT: 9/28/20; LAST DAY FOR COUNCIL ACTION: 9/25/20
Communication from the Mayor relative to the reappointment of Ms. Jacqueline Orozco to the South Los Angeles Area Planning Commission (SLAAPC) for the term ending June 30, 2025.

ITEM NO. (5)  
20-0826
Motion (Wesson - O'Farrell) relative to directing the Los Angeles Department of Building and Safety with assistance from the Department of City Planning to report on the location of any metal recycling facilities inside the City and any complaints and their gravity and corrective actions taken by the City; and identify facility sites incompatible with residential uses and locations where schools and adjacent industry should be considered for rezoning to protect children and families from potentially harmful air, water, or other pollutants.

Community Impact Statement: None submitted.

ITEM NO. (6)  
20-1033
Motion (Cedillo - Koretz) relative to requesting that the City Attorney prepare and present an ordinance that would prohibit, and suspend, any certificate of occupancy for any hotel in Los Angeles which is being used to house and detain migrant children and families under the direction of private security companies.

Community Impact Statement: None submitted.

ITEM NO. (7)  
20-1012
CD 5
Motion (Koretz - Ryu - Krekorian) relative to instructing the Department of City Planning (DCP), with the assistance of the City Attorney, to prepare and present an Interim Control Ordinance, with an urgency clause, to prohibit home-sharing Citywide for more than ten guests per home sharing listing transaction during the COVID-19 pandemic, and until the Safer at Home orders are lifted in order to protect the public safety, health and welfare of the community; and, related matters.

Community Impact Statement: None submitted.

ITEM NO. (8)  
20-0888
CD 11
TIME LIMIT: 10/5/20; LAST DAY FOR COUNCIL ACTION: 10/2/20
Categorical Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15302, Class 2, and related CEQA findings,
Categorical Exemption from the California Environmental Quality Act (CEQA), pursuant to Article 19, Section Section 15308, Class 8 and Article 19, Section 15331, Class 31 of the State CEQA Guidelines, and report from the Cultural Heritage Commission relative to the inclusion of the Sycamore Bungalow
ITEM NO. (10)  
20-0851  
CD 1  
Categorical Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and related CEQA findings, reports from Department of City Planning (DCP) and Appeal filed by Margarita Lopez on behalf of the Coalition for An Equitable Westlake/Macarthur Park (Representative: Claudia Medina, Law Office of Claudia Medina) from the determination of the Director of Planning in determining the Categorical Exemption from CEQA for a Transit Oriented Communities for the construction, use, and maintenance of a new, 75-foot high (at its highest point), six-story plus mezzanine residential building; the project will contain 50 multi-family dwelling units, of the 50 units proposed, 5 will be set aside for Extremely Low Income Households; the proposed building will encompass approximately 36,309.6 square feet in total building area for an approximate Floor Area Ratio of 4.5:1, providing 36 automobile parking spaces and 49 bicycle stalls within one level of at-grade parking and one level of subterranean parking for the property located at 1047 -1053 South Fedora Street, subject to Conditions of Approval.

Applicant: Joe Englanoff, 1047 Fedora, LLC
Representative: Jared Lanctot, Ferrier Architecture Studio
Case No. DIR-2019-5051-TOC
Environmental No. ENV-2019-5052-CE
Fiscal Impact Statement: No
Community Impact Statement: None submitted.
Final Environmental Impact Report (EIR), Draft EIR, Erratum, Mitigation Measures, Mitigation Monitoring Program (MMP), and related California Environmental Quality Act findings, reports from the Los Angeles City Planning Commission (LACPC), Department of City Planning, and the Mayor; Resolution relative to a General Plan Amendment to the Hollywood Community Plan to re-designate the Site from Commercial Manufacturing to Regional Center Commercial land use; draft Ordinance effectuating a Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN to remove an existing Q Condition prohibiting residential uses (per Ordinance No. 165,662), and to establish Height District No. 2 to allow for a 4.5:1 Floor Area Ratio (FAR); and an Appeal filed by the Applicant, Samuel Simone, MCRT Investments, LLC (Representative: Todd Nelson, Armbruster Goldsmith and Delvac LLP) from the determination of the LACPC to include Site Plan Review Condition of Approval No. 9, for the demolition of a surface parking lot and six commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building, including 276 dwelling units of which five percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space; the Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space, while Option 2 would include a 27,000 square-foot grocery store, in total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square foot lot, for a FAR of 5.4:1; the proposed uses would be located within a seven-story building with a maximum building height of 99 feet for the properties located at 1546 North Argyle Avenue and 6224 West Selma Avenue, subject to Conditions of Approval. (The Project was assessed in the EIR No. ENV-2016-3743-EIR (State Clearinghouse No. 2017081039) which includes the Draft EIR dated April 2019, the Final EIR, dated October 2019, and Erratum dated November 2019, previously certified on November 6, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.)

Applicant: Sam Simone/Clayton Williams MCRT Investments LLC

Representative: Todd Nelson Armbruster Goldsmith and Delvac LLP

Case No. CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR

Environmental No. ENV-2016-3743-EIR; SCH 2017081039

Fiscal Impact Statement: Yes

Community Impact Statement: None submitted.
19-1533

CONTINUED FROM 3/31/20

Revised Sustainable Communities Project Exemption (SCPE) (ENV-2019-1736-SCPE), dated November 2019, and reports from the Department of City Planning relative to compliance with the requirements of the California Environmental Quality Act for use of a SCPE as authorized pursuant to Public Resources Code Section 21155.1, by the proposed project identified as Planning Case Number ZA-2019-1744-CU-MCUP-SPR-TOC; VTT-82618-CN, for the construction of an approximately 201,123 square-foot, mixed-use building containing 121 residential units, 125 hotel guestrooms, and 13,037 square feet of commercial/restaurant/retail space, to be constructed with seven residential/hotel levels above one level of ground floor residential and hotel lobbies and commercial uses and two levels of subterranean parking, and providing 192 automobile parking spaces, within two levels of subterranean parking, 108 long-term bicycle parking spaces, 31 short-term bicycle parking spaces, and 10,256 square feet of open space, located at 623-671 South La Brea Avenue, subject to Conditions of Approval.

Applicant: Gidi Cohen, La Brea Bliss, LLC

Representative: Dana Sayles, Three6ixty

Case No. ZA-2019-1744-CU-MCUP-SPR-TOC; VTT-82618-CN

Environmental No. ENV-2019-1736-SCPE

Fiscal Impact Statement: No

Community Impact Statement: None submitted.

If you challenge this Committee's action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Clerk at or prior to, the public hearing. Any written correspondence delivered to the City Clerk before the City Council's final action on a matter will become a part of the administrative record.

Materials relative to items on this agenda can be obtained from the Office of the City Clerk's Council File Management System, at lacouncilfile.com by entering the Council File number listed immediately following the item number (e.g., 00-0000).

Telecommunication Relay Services

Telephone communication is one of the most important forms of communication in society today. Due to advancements in technology, telephone devices have evolved with new services and capabilities. Individuals who are deaf and hard of hearing, and individuals with a speech disability are following these trends and are rapidly migrating to more advanced telecommunications
methods, both for peer-to-peer and third-party telecommunications relay service (TRS) communications.

Telecommunications Relay Service is a telephone service that allows persons with hearing or speech disabilities to place and receive telephone calls. TRS is available in all 50 states, the District of Columbia, Puerto Rico and the U.S. territories for local and/or long distance calls. TRS providers - generally telephone companies - are compensated for the costs of providing TRS from either a state or a federal fund. There is no cost to the TRS user.

What forms of TRS are available? There are several forms of TRS, depending on the particular needs of the user and the equipment available: TRS includes: Text to Voice TIY-Based TRS; Speech-to-Speech Relay Service; Shared Non-English Language Relay Service; Captioned Telephone Relay Service; Internet Protocol Relay Service; and Video Relay Service. Please visit this site for detail descriptions, https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs.

Don't hang up! Some people hang up on TRS calls because they think the CA is a telemarketer. If you hear, "Hello. This is the relay service .. ." when you pick up the phone, please don't hang up! You are about to talk, through a TRS provider, to a person who is deaf, hard-of-hearing, or has a speech disability.

For more information about FCC programs to promote access to telecommunications services for people with disabilities, visit the FCC's Disability Rights Office website.

SE OFRECE UN SERVICIO DE TRADUCCION AL ESPANOL EN TODAS LAS REUNIONES DEL CONSEJO MUNICIPAL
August 14, 2020

Honorable Members of the City Council
c/o City Clerk
City Hall, Room 395

Honorable Members:

Subject to your confirmation, I have reappointed Ms. Esther Margulies to the West Los Angeles Area Planning Commission for the term ending June 30, 2025. Ms. Margulies’s current term expired on June 30, 2020.

I certify that in my opinion Ms. Margulies is qualified for the work that will devolve upon her, and that I make the appointment solely in the interest of the City.

Sincerely,

ERIC GARCETTI
Mayor

EG:dlg

Attachment
COMMISSION APPOINTMENT FORM

Name: Esther Margulies
Commission: West Los Angeles Area Planning Commission
End of Term: 6/30/2025

Appointee Information

1. Race/ethnicity: Caucasian

2. Gender: Female

3. Council district and neighborhood of residence: 11 - West

4. Are you a registered voter? Yes

5. Prior commission experience: West Los Angeles Area Planning Commission

6. Highest level of education completed: M.A., Harvard University

7. Occupation/profession: Associate Principal, Studio Leader, AECOM Los Angeles

8. Experience(s) that qualifies person for appointment: See attached resume

9. Purpose of this appointment: Reappointment

10. Current composition of the commission:

<table>
<thead>
<tr>
<th>Commissioner</th>
<th>APC</th>
<th>CD</th>
<th>Ethnicity</th>
<th>Gender</th>
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<td>Waltz Morocco, Lisa</td>
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<td>5</td>
<td>Caucasian</td>
<td>F</td>
<td>30-Jun-21</td>
</tr>
</tbody>
</table>
Esther Margulies
West Los Angeles Area Planning Commission

Esther Margulies, ASLA is a licensed Landscape Architect and founder of The Office of the Designed Landscape (OotDL) in Venice. She began her service on the West Los Angeles Area Planning Commission in August of 2014. She is a part time lecturer and student advisor in the University of Southern California Master of Landscape Architecture program where she teaches design studios and the theory of Landscape Architecture, in 2014 Ms. Margulies co-founded the Los Angeles River Public Art Project to advocate for a public arts and culture infrastructure on the River. Ms. Margulies received her undergraduate Bachelor of Science in Landscape Architecture from Cornell University and her Master of Landscape Architecture degree from The Harvard University Graduate School of Design. She was a founding partner and principal in charge of numerous projects at Mia Lehrer + Associates (ML+A). She has a particular interest in public spaces in urban environments and has contributed to projects including parks, waterfronts, transit areas and educational institutions. She served as the landscape architecture studio leader for ValleyCrest Design Group and the Los Angeles office of AECOM where she managed the design and operations for international and domestic projects. She is a former board member of the USC Architecture Guild.
August 14, 2020

Dear Ms. Margulies:

I am pleased to inform you that I hereby reappoint you to the West Los Angeles Area Planning Commission for the term ending June 30, 2025. In order to complete the process as quickly as possible, there are several steps that must be taken, many of which require visiting City Hall. If you require parking during these procedures, please call Claudia Luna in my Office at (213) 978-0621 to make arrangements for you.

To begin the reappointment process, please review, sign and return the enclosed Remuneration Form, Undated Separation Forms, Background Check Release and Information Sheet within one week of receiving this letter. These documents are necessary to ensuring the most efficient, open and accountable City government possible.

As part of the City Council confirmation process, you will need to meet with Mike Bonin, your Councilmember, and Councilmember Marqueece Harris-Dawson, the Chair of the Planning and Land Use Management Committee, to answer any questions they may have. You will be hearing from a City Council committee clerk who will let you know when your reappointment will be considered by the Planning and Land Use Management Committee. Some time thereafter, you will be notified by the committee clerk when your reappointment will be presented to the full City Council for confirmation. Once you are confirmed, you will be required to take the oath of office in the City Clerk’s Office in Room 395 of City Hall. Claudia Luna will assist you during the confirmation process if you have questions.
If you move at any point during your term, have any changes in your telephone numbers, or in the future plan to resign (resignation must be put in writing), please contact my office immediately.

Congratulations and thank you for agreeing to serve the people of Los Angeles.

Sincerely,

ERIC GARCETTI
Mayor

EG:dlg
Nominee Check List

I. Within seven days:

Mail or email the following forms to: Claudia Luna, Office of the Mayor, City Hall, 200 N. Spring Street, Los Angeles, CA 90012 or email: Claudia.Luna@lacity.org.

- Remuneration Form
- Undated Separation Forms
- Background Check Release
- Commissioner Information Sheet/Voluntary Statistics

II. As soon as possible, the Mayor’s Office will schedule a meeting with you and:

- Your City Councilmember Mike Bonin
- Councilmember Marqueece Harris-Dawson, Chair of the Council Committee considering your nomination

Staff in the Mayor’s Office of Legislative and External Affairs will assist you with these arrangements.
August 14, 2020

Honorable Members of the City Council  
c/o City Clerk  
City Hall, Room 395

Honorable Members:

Subject to your confirmation, I have reappointed Ms. Esther Hatch to the Harbor Area Planning Commission for the term ending June 30, 2025. Ms. Hatch’s current term expired on June 30, 2020.

I certify that in my opinion Ms. Hatch is qualified for the work that will devolve upon her, and that I make the appointment solely in the interest of the City.

Sincerely,

ERIC GARCETTI  
Mayor  
EG:dlg

Attachment
COMMISSION APPOINTMENT FORM

Name: Esther Hatch  
Commission: Harbor Area Planning Commission  
End of Term: 6/30/2025

Appointee Information

1. Race/ethnicity: Latina
2. Gender: Female
3. Council district and neighborhood of residence: 15 - Harbor
4. Are you a registered voter? Yes
5. Prior commission experience: Board of Neighborhood Commissioners, Harbor Area Planning Commission
6. Highest level of education completed: Los Angeles Harbor College
7. Occupation/profession: PTA President, PTA Vice President, Lomita Math/Science Magnet, Council President, Vice President Membership, Lomita/San Pedro PTA Council
8. Experience(s) that qualifies person for appointment: See attached resume
9. Purpose of this appointment: Reappointment
10. Current composition of the commission:

<table>
<thead>
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<th>Ethnicity</th>
<th>Gender</th>
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<td>15</td>
<td>Asian Pacific Islander</td>
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</table>
Experience…

Lomita Math/Science Magnet ES
PTA President, PTA Vice President, School Site Council Chair, 2010 to Present
Oversee and lead activities and events for the largest PTA in LAUSD with a membership of 840 parents and teachers. I was honored to receive the Women of Distinction Award, 2012 from Dr. Vladovic, LAUSD Board Supervisor and the office of Senator Wright. Received Community Service Award, 2012 from Lomita Chamber of Commerce.

Lomita/San Pedro PTA Council
Council President, Vice President Membership, 2011 to Present
Oversee activities of all PTAs in the cities of Lomita and San Pedro. Work closely inspire activities and increase membership.

Centro Shalom
Census Outreach Director, December 2009 to July 2010
Created an awareness campaign and provided questionnaire assistance to the underserved populations that included Latinos, African-Americans and Cambodians in the Long Beach area. Recruited 500 volunteers to canvas 41 Hard to Count Census Tracts over a 7 week period and knock on 42,000 doors.

Board of Neighborhood Commissioners (BONC)
Commissioner, February 2008 to 2011
Appointed by Mayor Antonio Villaraigosa to represent the Harbor Planning Area. The BONC has the responsibility for policy making and oversight, and approval of contracts and leases. BONC certified 90 plus Neighborhood Councils in the City of Los Angeles.

United States Bureau of the Census
Local Census Office Manager, October 2008 to June 2009
Hired to oversee all operations in the hardest office in the nation to recruit and enumerate. Asked to appear as a guest on “Midday Sunday” with Tony Valdez, to bring awareness to Angelenos about the importance of the Census, upcoming operations and job opportunities.

Neighborhood Council Review Commission
Commissioner, June 2006 to September 2007
Appointed by Mayor Antonio Villaraigosa to represent the Harbor area in a historical process on how to better improve the Neighborhood Council system. Attended by-monthly meeting and deliberated numerous topics surrounding the Neighborhood Council system. Held community workshops within each planning area of the City to gather public input of elections, definition of a stakeholder and governance.
Esther M. Hatch

Harbor City Neighborhood Council
*Outreach Committee Co-Chair, Planning and Land Use Committee Co-Chair*
Attend Stakeholder and Governing Board meetings on a by-monthly basis. Attend additional committee meetings once a month. The HCNC's primary role has been to reach out to stakeholders by bringing a local voice to government and empowering people to making their neighborhood a better place for all residents.

Spirit of the Red Horse
*Retail Store Manager, August 2001 to September 2002*
Responsible for managing all Retail store procedures for an upscale Native American Indian Art and Jewelry store within Terminal 5 at LAX, from retail sales to meeting daily store budget and sales goals. Handles all personnel issues from recruiting, hiring, training and evaluating to disciplinary actions and termination. Concurrently, I worked closely with Primary Concessionaires and LAWA Airport Commission lobbying for Concessionaires rent reduction due to decreased sales at LAX subsequent to events of September 11

No On Proposition 38, The School Voucher Initiative, External Campaign
*Field Organizer, Zone 1 (South Ban and Long Beach Area), July 2000 thru November 2000*
Worked closely with CTA and UTLA representatives to bring awareness to the general public on the importance of defeating Prop 38. Organized coalitions with key individuals and organizations as an extensive support effort. Effectively, solicited and maintained daily and nightly phone banks.

Education...

El Camino College, Torrance, CA
Business 1983

Los Angeles Harbor College, Wilmington, CA
Business 1984

Nathaniel Narbonne High School, Harbor City, CA
General Studies 1981
August 14, 2020

Dear Ms. Hatch:

I am pleased to inform you that I hereby reappoint you to the Harbor Area Planning Commission for the term ending June 30, 2025. In order to complete the process as quickly as possible, there are several steps that must be taken, many of which require visiting City Hall. If you require parking during these procedures, please call Claudia Luna in my Office at (213) 978-0621 to make arrangements for you.

To begin the reappointment process, please review, sign and return the enclosed Remuneration Form, Undated Separation Forms, Background Check Release and Information Sheet within one week of receiving this letter. These documents are necessary to ensuring the most efficient, open and accountable City government possible.

As part of the City Council confirmation process, you will need to meet with Joe Buscaino, your Councilmember, and Councilmember Marqueece Harris-Dawson, the Chair of the Planning and Land Use Management Committee, to answer any questions they may have. You will be hearing from a City Council committee clerk who will let you know when your reappointment will be considered by the Planning and Land Use Management Committee. Some time thereafter, you will be notified by the committee clerk when your reappointment will be presented to the full City Council for confirmation. Once you are confirmed, you will be required to take the oath of office in the City Clerk’s Office in Room 395 of City Hall. Claudia Luna will assist you during the confirmation process if you have questions.
If you move at any point during your term, have any changes in your telephone numbers, or in the future plan to resign (resignation must be put in writing), please contact my office immediately.

Congratulations and thank you for agreeing to serve the people of Los Angeles.

Sincerely,

ERIC GARCETTI
Mayor

EG:dlg
Nominee Check List

I. Within seven days:

Mail or email the following forms to: Claudia Luna, Office of the Mayor, City Hall, 200 N. Spring Street, Los Angeles, CA 90012 or email: Claudia.Luna@lacity.org.

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- Undated Separation Forms
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- Commissioner Information Sheet/Voluntary Statistics

II. As soon as possible, the Mayor’s Office will schedule a meeting with you and:

- Your City Councilmember Joe Buscaino
- Councilmember Marqueece Harris-Dawson, Chair of the Council Committee considering your nomination

Staff in the Mayor’s Office of Legislative and External Affairs will assist you with these arrangements.
August 14, 2020

Honorable Members of the City Council
c/o City Clerk
City Hall, Room 395

Honorable Members:

Subject to your confirmation, I have reappointed Ms. Jaqueline Orozco to the South Los Angeles Area Planning Commission for the term ending June 30, 2025. Ms. Orozco’s current term expired on June 30, 2020.

I certify that in my opinion Ms. Orozco is qualified for the work that will devolve upon her, and that I make the appointment solely in the interest of the City.

Sincerely,

ERIC GARCETTI
Mayor

EG:dlg

Attachment
COMMISSION APPOINTMENT FORM

Name: Jaqueline Orozco
Commission: South Los Angeles Area Planning Commission
End of Term: 6/30/2025

Appointee Information

1. Race/ethnicity: Latina
2. Gender: Female
3. Council district and neighborhood of residence: 15 - South
4. Are you a registered voter? Yes
5. Prior commission experience: South Los Angeles Area Planning Commission
6. Highest level of education completed: J.D., University of Iowa College of Law
7. Occupation/profession: Associate, Orbach Huff Suarez & Henderson LLP
8. Experience(s) that qualifies person for appointment: See attached resume
9. Purpose of this appointment: Reappointment
10. Current composition of the commission:

<table>
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<th>CD</th>
<th>Ethnicity</th>
<th>Gender</th>
<th>Term End</th>
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<td>30-Jun-22</td>
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<td>African American</td>
<td>F</td>
<td>30-Jun-23</td>
</tr>
</tbody>
</table>
EDUCATION

University of Iowa College of Law, Juris Doctorate May 2010
Honors: Legal Opportunity Fellow; Editorial Board for the Journal of Gender, Race & Justice

Yale University, Bachelor of Arts, Sociology and Political Science May 2002
Honors: Amy Rossborough Fellowship; Henry S. McNeil Fellowship

WORK EXPERIENCE

Orbach Huff Suarez & Henderson LLP, Los Angeles, CA 2011-Present
Associate. Represents public agencies in labor compliance matters concerning public works projects, including the assessment of prevailing wage violations and compliance with Labor Codes and Regulations. Prepares labor compliance matters for appeal hearings before the Department of Industrial Relations. Conducts legal research in prevailing wage laws and draft pleadings. Assist with preparation for mediation, arbitration and trial. Project and document management for cases involving labor and construction project documents involving multiple party litigation/administrative matters. Represents public agencies in employee disciplinary actions; draft statement of charges, discovery and briefings, prepare matters for appeal hearing before Office of Administrative Hearings.

Law Offices Of Edward de la Loza, Los Angeles, CA 2010-2011
Associate. Performed case evaluations; research and analysis of the Labor Code pertaining to workers’ compensation; attended hearings and settlement negotiations; and conducted depositions and trial preparation.

California Department of Justice – Employment, Regulation and Administration Section 2009
Summer Law Clerk. Performed research, analyzed statutes, and drafted motions. Worked on employment discrimination cases, specifically drafted motions regarding continuing violations doctrine and failure to promote theory. Drafted motion to oppose judicial notice of a government report. Analyzed legislative history of Police Officer’s Bill of Rights Act. Drafted and argued Pitchess motions before the Los Angeles Superior Court. Filed judgment lien and earnings withholding order.

Los Angeles City Attorney’s Office – Civil Litigation Division 2008

Ford Motor Company Fund, Dearborn, MI 2006-2007
Contributions Programs Analyst. Managed funding initiatives in the areas of art, women, American Indian and Latino/a communities. Monitored legislation pertaining to philanthropy. Developed legislative report for Board of Trustees. Supported public relations with customers, interest groups and media outlets regarding funding partnerships within diverse communities.

Los Angeles County Children’s Planning Council, Los Angeles, CA 2005-2006
Organizing Coordinator, Service Planning Area 6 (SPA 6). Guided SPA 6 Council through development of bylaws and work plan that were required for re-certification into LA County system of Service Planning Areas. Led implementation of work plan and monitored budget allocations.

Los Angeles Unified School District, Board President, José Huizar, Los Angeles, CA 2003-2005
Field Representative. Maintained school and community relations. Coordinated school visits. Planned special events in partnership with community organizations. Tracked progress of school construction and repair projects.

COMMUNITY INVOLVEMENT

Watts Village Theater Company, Board of Directors April 2012 – Present

Empowerment Congress Leadership Institute, Participant April 2015

Southern California Leadership Network, New Americans Leadership Fellowship April 2014
August 13, 2020

Dear Ms. Orozco:

I am pleased to inform you that I hereby reappoint you to the South Los Angeles Area Planning Commission for the term ending June 30, 2025. In order to complete the process as quickly as possible, there are several steps that must be taken, many of which require visiting City Hall. If you require parking during these procedures, please call Claudia Luna in my Office at (213) 978-0621 to make arrangements for you.

To begin the reappointment process, please review, sign and return the enclosed Remuneration Form, Undated Separation Forms, Background Check Release and Information Sheet within one week of receiving this letter. These documents are necessary to ensuring the most efficient, open and accountable City government possible.

As part of the City Council confirmation process, you will need to meet with Joe Buscaino, your Councilmember, and Councilmember Marqueece Harris-Dawson, the Chair of the Planning and Land Use Management Committee, to answer any questions they may have. You will be hearing from a City Council committee clerk who will let you know when your reappointment will be considered by the Planning and Land Use Management Committee. Some time thereafter, you will be notified by the committee clerk when your reappointment will be presented to the full City Council for confirmation. Once you are confirmed, you will be required to take the oath of office in the City Clerk’s Office in Room 395 of City Hall. Claudia Luna will assist you during the confirmation process if you have questions.
If you move at any point during your term, have any changes in your telephone numbers, or in the future plan to resign (resignation must be put in writing), please contact my office immediately.

Congratulations and thank you for agreeing to serve the people of Los Angeles.

Sincerely,

ERIC GARCETTI
Mayor

EG:dlg
Nominee Check List

I. Within seven days:

Mail or email the following forms to: Claudia Luna, Office of the Mayor, City Hall, 200 N. Spring Street, Los Angeles, CA 90012 or email: Claudia.Luna@lacity.org.

_____ Remuneration Form

_____ Undated Separation Forms

_____ Background Check Release

_____ Commissioner Information Sheet/Voluntary Statistics

II. As soon as possible, the Mayor’s Office will schedule a meeting with you and:

_____ Your City Councilmember Joe Buscaino

_____ Councilmember Marqueece Harris-Dawson, Chair of the Council Committee considering your nomination

Staff in the Mayor’s Office of Legislative and External Affairs will assist you with these arrangements.
Los Angeles continues to evolve; communities are changing, and zoning must continue to be updated to both respond to and prepare for the continuous population movement. New housing, new schools, new childcare, restaurants, and recreational areas are creating residential neighborhoods next to industrial sites. These inconsistencies can pose real threats to public safety and the potential severe health risks posed by exposure to airborne contaminants and concern that this is disproportionately happening in low-income communities of color.

Black and Brown communities have always been targeted as dumping sites for toxic pollution. This issue was brought into the national spotlight in 1982 when a landfill in Warren County, North Carolina became the proposed site for dumping toxic soil filled with polychlorinated biphenyls – chemicals that were commonly found in electrical equipment with a known range of adverse health impacts. Warren County was one of the only majority African American counties in the state. This event is widely seen as the beginning of the environmental justice movement.

In this era of deeper concern for the air we breathe, the impact on our pulmonary health, the increasing public knowledge of how particles (human and/or industrial) can move through the air now necessitates that the operation and location of recycling plants be reviewed. Senate Bill (SB) 1249 by Senator Jerry Hill became law January 1, 2015, after fires at metal shredding facilities in his district, as well as historic concerns about metal shredders and their impact on the environment, raised concerns about metal shredder safety. SB 1249 required the California Department of Toxic Substances Control (DTSC) to thoroughly evaluate the operations of metal shredding facilities to ensure adequate protection of human health and the environment, particularly when these facilities are near sensitive, vulnerable populations.

A metal recycling facility (known as a “scrap recycling facility” in statute) is a facility where machinery and equipment are used for processing and manufacturing scrap metal into prepared grades and whose principal product is scrap iron or nonferrous metallic scrap for sale for re-melting purposes. A scrap recycling facility includes, but is not limited to, a feeder yard, a metal shredding facility, a metal crusher, and a metal baler.

A “metal shredding facility” represents a unique subset of metal recycling facilities, one which uses a shredding technique to process end-of-life vehicles, appliances, and other forms of scrap metal to facilitate the separation and storing of ferrous metals (metals that contain iron, such as steel), nonferrous metals (metals that do not contain iron, such as aluminum and copper), and other recyclable materials from nonrecyclable materials that are components of end-of-life vehicles, appliances, and other forms of scrap metal. “Metal shredding facility” does not include a feeder yard, metal crusher, or metal baler, if that facility does not otherwise conduct metal shredding operations.
Over the past 20 years, in a challenging urban setting, voters directed L.A. Unified School District to build 131 new campuses and expand 65 existing ones, the largest effort ever in the nation. Locations for these new schools were selected to minimize destruction of scant housing and often fell to industrial locations.

I THEREFORE MOVE, that the City Council direct the Department of Building & Safety with assistance from the Department of City Planning to report back in 30 days on the following:

1) Identify any/all metal recycling or metal shredding facilities which are housed inside the City of Los Angeles and are next to any of the following:
   a) Schools
   b) Residential uses
   c) Child care facilities
   d) Recreational facilities
   e) Hospital and medical facilities
   f) Parks and Open Space

2) Report on any/all complaint histories and/or public records of violations against these facilities.

3) Rank each of these facilities by number of code enforcement complaints and gravity of code enforcement violation allegations.

4) List corrective actions taken by the Department of Building & Safety or any other City Department for each facility on the roster (Chronological Case History)

5) Identify any sites from this roster which are recommended as incompatible with existing or proposed residential uses and other land uses and an action plan to advance the complete remediation of any sites found to be incompatible.

6) Identify locations where schools and adjacent industry should be considered for rezoning to protect children and families from potentially harmful air, water, or other pollutants.

PRESENTED BY: HERB J. WESSON Jr.
Councilmember, 10th District

SECONDED BY:

According to the documents reviewed by The New York Times, the existence of the hotel detentions came to light last month, revealing information on which major chains are participating. Furthermore, it has exposed the fact that, "because the hotels exist outside the formal detention system, they are not subject to policies designed to prevent abuse in federal custody or those requiring that detainees be provided access to phones, healthy food, and medical and mental health care". It is evident that the White House continues to violate the rights of immigrant children and families.

While the City of Los Angeles has declared itself a City of Sanctuary and has reaffirmed policies that officers will not initiate police action with the purpose of discovering immigration status, will not honor ICE Detainer requests, and will not deputize local police officers as immigration officers, the City must also denounce and oppose the Trump Administration inhumane and cruel policies and practices attacking immigrant children and families. There should be absolutely no tolerance for this in Council District 1, the City of Los Angeles, or anywhere in the entire Country.

I THEREFORE MOVE that the City Attorney be requested to prepare and present an ordinance that would prohibit, and suspend, any certificate of occupancy for any hotel in Los Angeles which is being used to house and detain migrant children and families under the direction of private security companies.

PRESENTED BY:  
Gilbert Cedillo  
Councilmember, 1st District

SECONDED BY:  
PAUL KORETZ (verbal)  
Councilmember, 5th District
The Council adopted the Home Sharing Ordinance (Ordinance No. 185931) on December 7, 2018 (Council File No. 14-1635-S2). The ordinance requires that structures used for home-sharing adhere to certain requirements, including being free from any health and safety citations at the time of registration with the City. The Home Sharing Ordinance also created administrative guidelines released by the Planning Department on June 28, 2019, the Home-Sharing Administrative Guidelines and Home-Sharing Guest Code of Conduct, which provides detailed requirements that hosts and guests adhere to during home-sharing activities, and also provides detail on how property owners, hosts, and platforms must comply with the requirements of the Ordinance.

During the existing COVID-19 pandemic, short term rentals have increasingly become gathering spots for loud parties in violation of the city’s ‘party house’ ordinance (Ordinance No. 185451), Council File No. 12-1824-S1, and the home sharing administrative guidelines noise limits. During the COVID-19 pandemic, the City has a vested interest in ensuring that short-term rentals do not contribute to the community’s spread of the COVID-19 virus, or inadvertently facilitating venues that spread more COVID-19 cases in the city and concomitantly in the Southern California region.

During the COVID-19 pandemic, an Interim Control Ordinance needs to be prepared and presented to protect the public safety, health and welfare of the community, by placing a cap of ten guests per home sharing listing transaction.

I THEREFORE MOVE that the Council instruct the Planning Department, with the assistance of the City Attorney, to prepare and present an Interim Control Ordinance (ICO) to prohibit home-sharing citywide for more than ten guests per home sharing listing transaction during the COVID-19 pandemic, and until the Safer at Home orders are lifted, and thereby protect the public safety, health and welfare of the community.

I FURTHER MOVE that the ICO include an Urgency Clause, making it effective upon publication, and run for 45 days, with a 10 month and 15 day extension by Council Resolution, and can be further extended for an additional 1 year, or until the adoption of the appropriate zoning/land use regulatory controls have been prepared by the Planning Department, adopted by the Council and become effective, whichever occurs first.

I FURTHER MOVE that the Planning Department amend the Home-Sharing Administrative Guidelines and Home Sharing Guest Code of Conduct, to include the following public safety, health, and welfare standards related to the COVID-19 pandemic: (1) Dwelling units with more than six habitable rooms (excluding kitchens and bathrooms) or 3,000 square feet shall not be permitted or considered essential for short term rental until the Safer at Home orders are lifted; (2) Valet service, catering service, professional stage and sound equipment, Disk Jockeys, Live Entertainment, event tents, stages, dance floors, are prohibited; (3) Property Owners, Lessees, and Property Managers shall be equally responsible for any violations and shall reimburse the City and County for the full cost of all enforcement and contact tracing related to violations of this ordinance.

PRESENTED BY:  
PAUL KORETZ (verbal)  
Councilmember, 5th District

CO PRESENTED BY:  
DAVID E. RYU (verbal)  
Councilmember, 4th District

SECONDED BY:  
PAUL KREKORIAN (verbal)  
Councilmember, 2nd District
# PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK’S OFFICE

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<th>CITY PLANNING CASE:</th>
<th>ENVIRONMENTAL DOCUMENT:</th>
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## PROJECT ADDRESS:

4640 - 4660 South Lincoln Boulevard; 13201 - 13205 West Mindanao Way

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<tr>
<td>CFHS Holdings, Inc. and Centinela Freeman Holdings, Inc. (dba Cedars-Sinai Marina Del Rey Hospital)</td>
<td>(310) 423-6211</td>
<td><a href="mailto:jeff.Smith@cshs.org">jeff.Smith@cshs.org</a></td>
</tr>
<tr>
<td>8700 Beverly Boulevard #2227</td>
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<tr>
<td>Los Angeles, CA 90048</td>
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<tr>
<td>Jeff Haber/Michael Nytzen</td>
<td>(213) 683-6000</td>
<td><a href="mailto:jeffreyhaber@paulhastings.com">jeffreyhaber@paulhastings.com</a></td>
</tr>
<tr>
<td>Paul Hastings LLP</td>
<td></td>
<td><a href="mailto:michaelnytzen@paulhastings.com">michaelnytzen@paulhastings.com</a></td>
</tr>
<tr>
<td>515 South Flower Street, 26th Floor</td>
<td></td>
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<tr>
<td>Los Angeles, 90071</td>
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<tr>
<td>Esther Serrato</td>
<td>(213) 978-1211</td>
<td><a href="mailto:esther.serrato@lacity.org">esther.serrato@lacity.org</a></td>
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## ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION

- Vesting Zone Change (VZC)
**FINAL ENTITLEMENTS NOT ADVANCING:**

Vesting Conditional Use (CU); Coastal Development Permit (CDP)

**ITEMS APPEALED:**

N/A

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**NOTES / INSTRUCTION(S):**

N/A

**FISCAL IMPACT STATEMENT:**

✔ Yes ☐ No

*If determination states administrative costs are recovered through fees, indicate “Yes”.

**PLANNING COMMISSION:**

✔ City Planning Commission (CPC)
☐ Cultural Heritage Commission (CHC)
☐ Central Area Planning Commission
☐ East LA Area Planning Commission
☐ Harbor Area Planning Commission
☐ North Valley Area Planning Commission
☐ South LA Area Planning Commission
☐ South Valley Area Planning Commission
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<th>TRANSMITTAL DATE:</th>
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<tbody>
<tr>
<td>Cecilia Lamas</td>
<td>June 16, 2020</td>
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At its meeting of May 14, 2020, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act. The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). To maintain hospital operations, the new replacement hospital building will be constructed on the Project Site prior to the demolition of the existing 96,480 square-foot hospital building (licensed for 133 patient beds).

The Project will construct the following replacement facilities: 1. A nine-story, 258,500 square-foot hospital measuring 191 feet in height and providing a total of 160 patient beds; 2. A new two-story energy center building with approximately 6,000 square feet of floor area and 14,000 square feet of mechanical area, measuring 55 feet in height; 3. An approximately 4,500 square-foot loading dock; 4. A 300 square-foot fire pump building; 5. A medical gas enclosure; and a DWP substation and switchgear enclosure. The Project will also include a comprehensive sign program. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site. The Project will include two (53-foot by 11-foot) temporary mobile imaging trailers on-site that will be used for magnetic resonance imaging (MRI) and computed tomography (CT) scans during construction, and will be removed upon completion of the replacement hospital building.

1. Determined, that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15302, Class 2, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Approved and Recommended that the City Council adopt, pursuant to Sections 12.32 F and 12.32 Q of the Los Angeles Municipal Code (LAMC), a Vesting Zone Change from [Q]C2-1 and P-1 to (T)(Q)C2-1;
3. **Approved**, pursuant to LAMC Sections 12.24 T and 12.24 U.14, a Vesting Conditional Use Permit for a Major Development Project that creates more than 100,000 square feet of nonresidential floor area in the C2 Zone;

4. **Approved**, pursuant to LAMC Section 12.20.2, a Coastal Development Permit authorizing the Proposed Project located within the Single-Permit Jurisdiction of the California Coastal Zone;

5. **Adopted** the attached Modified Conditions of Approval; and

6. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Millman  
Second: Khorsand  
Ayes: Ambroz, Leung, Mack, Mitchell  
Absent: Choe, Padilla-Campos, Perlman

Vote: 6 – 0

Cecilia Lamap/ Commission Executive Assistant  
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission as it relates to the Vesting Zone Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

**FINAL APPEAL DATE:** JUN 15 2020

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) is not further appealable and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

**Attachments:** Zone Change Ordinance, Map, Modified Conditions of Approval, Findings, Interim Appeal Procedure

c: Faisal Roble, Principal City Planner  
Juliet Oh, Senior City Planner  
Esther Serrato, City Planner
ORDINANCE NO. ________________


THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:
(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,” and attached to the subject case file. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL
(As modified by the City Planning Commission on May 14, 2020)

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. Dedication Required:

   a. Lincoln Boulevard (Boulevard I – State Highway) - Accept the 17-foot wide future street easement and dedicate an additional 1-foot wide strip of land along the property frontage to complete a 68-foot wide half right-of-way in accordance with Boulevard I/State Highway of Mobility 2035 Plan.

   b. Mindanao Way (Avenue I) – Accept the 5-foot wide future transit easement. Dedicate a 7-foot wide and variable width strip of land along the property frontage to compete a 50-foot wide half right-of-way in accordance with Avenue I of Mobility 2035 Plan.

2. Improvements Required:

   a. Lincoln Boulevard – Construct suitable surfacing to provide a 50-foot wide half roadway with asphalt concrete pavement, integral concrete curb and 2-foot wide concrete gutter. Construct a 10-foot wide concrete sidewalk and an 8-foot wide parkway. Repair all broken and off-grade adjacent roadway pavement along the property frontage. The Bureau of engineering does not object to have double rows of trees along the property frontage (tree wells with root barriers within the sidewalk along the curb and trees in the parkway that abuts the property line) subject to the approval of Urban Forestry Division of the Bureau of Street Services. These improvements shall suitably transition to join the existing improvements to the satisfaction of the City Engineer.

   b. Mindanao Way – Remove the existing sidewalk and construct a new 10-foot wide concrete sidewalk abutting the new property line and landscape the parkway. Construct integral concrete curb and 2-foot gutter. Repair all broken adjacent roadway pavement and close all unused driveways. Reconstruct the concrete bus pad per BOE and LADOT’s requirements. Remove the access ramp at the intersection with Mindanao Way and La Villa Marina and construct ADA ramp per standard plan S-442. The Bureau of Engineering does not object to have no parkway where the right-turn lane is proposed on the North side of La Villa Marina intersection. Obtain approval from LADOT for the proposed right-turn lane. These improvements shall suitably transition to join the existing improvements.

Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.
All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Contact the Department of Transportation regarding any conflicts with traffic signals, signs, parking spaces, meters or traffic control devices (213) 482-7024.

Regarding any issue with power poles and gas meters, contact the Department of Water and Power (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

3. Drain the roof and site to the public right-of-way. Roof and site drainage onto Lincoln Boulevard will require approval and permit from Caltrans.

4. Sewer lines exist in Mindanao Way and in the 10-foot sanitary sewer easement on the north end of the property. Extension of the house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. There is a 10-foot wide sanitary sewer easement on the north end of the property. No structure shall be constructed over this easement without prior approval from the WLA District Office B-Permit Group of the Bureau of Engineering.

6. Construction along Lincoln Boulevard will require Caltrans permit and approval.

7. An investigation by the Bureau of Engineering WLA District Office Sewer Counter may be necessary to determine the capacity of the existing pubic sewers to accommodate the proposed development. Submit a request to the West Los Angeles District Office of the Bureau of Engineering at (310) 575-8384.

8. Submit parking area and driveway plans to the WLA District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
9. Fire Department. Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval. The project shall comply with the conditions noted in the letter dated December 27, 2019 from the Fire Department.
CONDITIONS OF APPROVAL
(As modified by the City Planning Commission on May 14, 2020)

1. **Site Development.** Except as modified herein, the project shall be in substantial
conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,”
and attached to the subject case file. Minor deviations may be allowed in order to comply
with the provisions of the Los Angeles Municipal Code or the project conditions.

2. **Floor Area.** The total floor area shall not exceed 268,603 square feet, as shown on “Exhibit
A.”

3. **Height.** The proposed buildings shall be subject to the following heights as shown in “Exhibit
A.”:
   a. Hospital Building 191 feet
   b. Energy Center Building 55 feet

4. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A.16.

5. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in
a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties,
and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or
for other public safety purposes).

6. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide
sufficient illumination of the immediate environment so as to render objects or persons clearly
visible for the safety of the public and emergency response personnel. All pedestrian
walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting
fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting
fixtures to accent and complement architectural details at night shall be installed on the
building to provide illumination to pedestrians and motorists.

7. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50% of the area of
pathways, patios, driveways or other paved areas shall use materials with a minimum initial
Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing
Materials) standards.

8. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric
vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections
99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

9. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location
of all plants. The landscape plan shall indicate landscape points for the Project as required
by LAMC 12.40 and Landscape Ordinance Guidelines “O”. All open areas not used for
buildings, driveways, parking areas, recreational facilities or walks shall be landscaped,
including an automatic irrigation system, and maintained in accordance with a final landscape
plan prepared by a licensed landscape architect or licensed architect, and submitted for
approval to the Department of City Planning. The final landscape plan shall be in substantial
conformance with the submitted Landscape Plan, Exhibit “A,” and shall incorporate any
modifications required as a result of this grant.

10. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade
open space, and above a subterranean structure shall be as follows:
   a. Minimum depth for trees shall be 42 inches.
b. Minimum depth for shrubs shall be 22 inches.
c. Minimum depth for herbaceous plantings and ground cover shall be 16 inches
d. Minimum depth for an extensive green roof shall be 3 inches.

The minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
e. 330 cubic feet for a small tree (less than 25 feet tall at maturity).
f. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
g. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity)

11. **Street Trees.** New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.

12. **Trees:** That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

13. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

14. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

15. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

16. **Signage.** There shall be no off-site commercial signage on construction fencing during construction. The Project shall comply with Sign Regulations of Article 4.4 of the LAMC, to the satisfaction of the Department of Building and Safety.

17. **Single Permit Jurisdiction Area.** The project is located within the Single Permit Jurisdiction area of the California Coastal Zone. The applicant shall provide a copy of the Coastal Commission's Notification that the City's coastal development permit is effective.

**Administrative Conditions**

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Plans Approved”. A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

19. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of
Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

21. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

22. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

23. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

24. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder’s Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder’s number and date shall be provided to the Department of City Planning for attachment to the file.

25. **Indemnification and Reimbursement of Litigation Costs.**

   Applicant shall do all of the following:
   
   (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City’s processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

   (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City’s processing and approval of the entitlement, including but not limited to payment of all court costs and attorney’s fees, costs of any judgments or awards against the City (including an award of attorney’s fees), damages, and/or settlement costs.

   (iii) Submit an initial deposit for the City’s litigation costs to the City within 10 days’ notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney’s Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

GENERAL PLAN FINDINGS

1. General Plan Land Use Designation

The Project Site is located within the Palms – Mar Vista – Del Rey Community Plan. The Community Plan designated the Project Site for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is presently zoned [Q]C2-1 and P-1. The proposed hospital use is consistent with development permitted in the C2 Zone. The Vesting Zone Change from [Q]C2-1 and P-1 to (T)(Q)C2-1 is warranted as it will allow the construction of replacement hospital facilities in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”). The Alquist Act requires that all acute care hospitals be able to withstand a major earthquake and remain functioning by 2030. These hospitals must either be retrofitted or rebuilt to be in compliance with the Alquist Act, or must be removed from acute care service.

The Project Site is currently zoned [Q]C2-1 and P-1. The Q condition, established by Ordinance No. 163,410 and retained by Ordinance No. 167,965, restricts the total floor area on the C2 zoned portion of the property to 210,000 square feet, which is equivalent to an FAR of approximately 0.67:1. The P-1 zone, approximately 3,850 square-feet located at the southern portion of the Project Site, permits only surface parking. The existing zoning precludes the construction of the Proposed Project. Ordinance 163,410 also includes Q Conditions that address lighting, landscaping, noise, parking, and air quality; the conditions were required in conjunction with the existing hospital. Ordinance 167,965 includes a Permanent Q Condition that requires onsite recycling. The recommended zone change to (T)(Q)C2-1 would allow the construction of the proposed hospital with improvements onsite and within the right-of-way, that are consistent with the intent of the previous Q Conditions and further require adherence to the requirements of the LAMC.

The C2-1 Zone would allow a maximum FAR of 1.5:1, or a maximum of 477,668 square feet of floor area. To eliminate disruption to existing hospital operations and to ensure that the hospital remain accessible to the community during construction, the replacement hospital building and a portion of the energy center will be constructed prior to the demolition of the existing hospital. During construction, the Project Site will have 357,380 square feet of floor area and an FAR of 1.12:1. The final floor area of the Project will be 268,603 square feet, and will have an FAR 0.84:1. During both the construction of the Proposed Project and upon its completion, the total floor area would remain well below that allowed by the C2-1 Zone. Therefore, the Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text.

a. Land Use Chapter, Framework Element. The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, and public services.

The Project will support and be generally consistent with the General Plan Framework Land Use Chapter, as it will provide a regional use that supports the needs of the City’s residents within an existing commercial area. The Project will provide a modern standard
of care and will meet the Alquist Act. In addition, the project will comply with the following objectives and policies set forth in the General Plan Framework Land Use Chapter as follows:

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

**Objective 3.2:** Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

**Policy 3.8.2** Encourage the retention of existing development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g. childcare and community meeting rooms).

The Project will provide a regional use that supports the needs of the City’s existing and future residents. The next closest hospitals with 24-hour emergency care services are located more than 3.5 miles away and are north of the Santa Monica Freeway (I-10) in Santa Monica, east of the San Diego Freeway (I-405) in Culver City and Inglewood, or south of the Glenn Anderson Freeway (I-105) in Gardena and Torrance. The Project will help reduce vehicle trips, vehicle miles traveled, and air pollution by providing such services within the Palms – Mar Vista – Del Rey Community Plan area.

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

**Policy 5.5.7:** Promote the undergrounding of utilities throughout the City’s neighborhoods, districts, and centers.

**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.

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

**Policy 5.9.1:** Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

The Project Site is developed with 138,705 square feet of floor area, including the 96,480 square-foot Cedars-Sinai Marina Del Rey Hospital building constructed in 1969. The existing two-story hospital building is located at the center of the Project Site, and is surrounded by surface parking areas containing 465 automobile parking spaces.

The replacement hospital building will be a 258,163 square-foot, nine-story building located along the Lincoln Boulevard frontage of the property. This location will appropriately create distance between the hospital use and adjacent residential development. The Lincoln Boulevard corridor is developed with similar multi-level, nonresidential structures ranging from two to 12 stories in height. The hospital building
proposes a 3rd story roof deck, a landscaped buffer, and will relocated all existing above-ground utilities, below ground. The proposed site improvements will enhance the public realm, adjacent to the Project Site.

A two-story state-of-the-art energy center with 5,953 square feet of floor area will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, will include a public art element, which will upgrade the quality of development at the site relative to the adjacent residential uses.

The Project will include a comprehensive sign program including directional and identification signs. The Project’s signage will be coordinated in appearance and are intended to provide clear directions for visitors to the hospital. The proposed signs provide a substantial contrast between the color and material of the background and the letters and symbols to make the signs easy to read. Illumination used for project signage will be limited in light intensity to avoid negative lighting impacts upon nearby residentially zoned properties. The proposed signage will be integrated with the architectural character of the buildings and convey a visually attractive character.

As such, the Project is consistent with the Framework Element of the General Plan.

b. Palms – Mar Vista – Del Rey Community Plan. The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.4: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that the design of new development be compatible with adjacent development, community character and scale.

The Project will conserve the commercial district along Lincoln Boulevard and serve the health needs of the community. The project will enhance the appearance of Lincoln Boulevard and Mindanao Way, through a combination of landscaping and building design. The nine-story hospital building will be consistent with existing commercial development along Lincoln Boulevard, including the approximately 12-story commercial towers west of the project site. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a
public art element, which will allow for improved compatibility with the adjacent residential uses. The Project will provide a modern standard of care and will meet the requirements of the Alquist Act, and is consistent with the Palms – Mar Vista – Del Rey Community Plan.

c. **Health and Wellness Element.** Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The Proposed Project complies with the following policies:

*Policy 1.5:* Improve Angelenos’ health and well-being by incorporating a health perspective into land use, design, policy and zoning decisions through existing tools, practices and programs.

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

*Policy 2.3:* Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health care resources.

*Policy 2.7:* Encourage the equitable distribution of health care service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

The Project Site is developed with a hospital use and is bounded by the Marina Freeway (SR-90) to the north, Mindanao Way to the east, and Lincoln Boulevard to the southwest. The location is easily accessible to patients, visitors, and employees, thus enhancing Angeleno’s health and well-being by enhancing access to care. Primary regional access is provided by Lincoln Boulevard, a designated Boulevard I and a Caltrans right-of-way, and by the Marina Freeway State Route 90. Entrances along Lincoln Boulevard and Mindanao Way provide direct access to the property. This convenient location reduces trips by local residents to medical facilities located farther away.

The Project will promote a healthy built environment by providing pedestrian-friendly improvements along Lincoln Boulevard and Mindanao Way. Improvements to Lincoln Boulevard and Mindanao Way will be required to comply with ADA requirements, per the (T) Tentative Classification. The Project will relocate existing above-ground utilities below-ground and provide a landscape buffer adjacent to the public right-of-ways. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances. A 3rd story landscaped roof deck on the hospital building will support a healthy built environment by providing access to outdoor landscaped areas. The Project will further promote a healthy built environment through the selected building materials, which include exterior shading devices, insulated glazing, spandrel panels, and high performance glazing.

Therefore, the Project is consistent with the Health and Wellness Element.

d. **Mobility Element.** The Mobility Element includes the following relevant policies:
Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

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

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

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

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Project Site is served by several bus lines along both Lincoln Boulevard and Mindanao Way. Bus stops serving the Los Angeles County Metropolitan Transit Authority (“Metro”) 108 and 358 bus lines, as well as the Los Angeles Department of Transportation (“LADOT”) Commuter Express 437 are located at the Lincoln Boulevard and Mindanao Way intersection, and near Mindanao Way and the Marina Freeway (State Route 90). The Project Site is also served by the Big Blue Bus Route 3 bus line. The Proposed Project will provide 54 long-term and 27 short-term bicycle parking spaces. The long-term bicycle spaces will be located near the self-park visitor parking, and the short-term bicycle parking spaces will be located adjacent to the emergency department entrance. Pedestrians will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will enhance Lincoln Boulevard by moving above-ground utilities below-ground, and by the installation of a landscape buffer, thereby creating a more pedestrian-friendly environment. Pedestrians along Lincoln Boulevard will access the hospital entrance via the Lincoln Boulevard driveway, guided by prominent directional signage. In addition, new pathways and an internal road will allow for pedestrian and vehicular access through the property from Lincoln Boulevard and Mindanao Way. As such, the Project is consistent with the Mobility Plan.

VESTING ZONE CHANGE FINDINGS; “T” AND “Q” CLASSIFICATION

3. Pursuant to Section 12.32 of the Municipal Code, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice.

The Cedars-Sinai Marina Del Rey Hospital is subject to California’s Alfred E. Alquist Hospital Facilities Seismic Safety Act, which requires that all acute care hospitals be able to withstand a major earthquake and remain functioning by 2030. In order to comply with the Alquist Act, the existing Cedars-Sinai Marina Del Rey Hospital building will be replaced with a new building that meets the Alquist Act’s 2030 seismic safety requirements. The Project will construct a nine-story, 258,163 square-foot replacement hospital building, a two-story energy center
building with 5,953 square feet of floor area, and appurtenant improvements. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site.

The project site is located in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is zoned [Q]C2-1 and P-1, and is consistent with the land use designation. The Q conditions, established by Ordinance No. 163,410 and retained by Ordinance No. 167,965, restricts the total floor area on the C2 zoned portion of the property to 210,000 square feet. The P-1 zone, approximately 3,850 square-feet located at the southern portion of the Project Site, permits only surface parking. The existing zoning precludes the construction of the Proposed Project. With the approval of the requested Vesting Zone Change, the Zone will continue to be consistent with the range of zones corresponding to the Community Commercial land use designation.

a. Public Necessity. Approval of the Vesting Zone Change, as conditioned, will allow for replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements, and will increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. Further, approval of the Vesting Zone Change will allow for a continuation of hospital services during construction. To eliminate disruption to existing hospital operations and to ensure that the hospital remains accessible to the community during construction, the replacement hospital building will be built between the existing hospital and Lincoln Boulevard. Once the replacement hospital building is completed and ready for occupancy, the existing hospital building will be demolished. The requested Vesting Zone Change, as conditioned, will provide a public necessity of enhanced and continuous access to medical care.

b. Convenience. Granting the Vesting Zone Change, as conditioned, would result in a project that is convenient to the public. The Project Site is located in an established urban area. The Project Site provides convenient vehicular access and public transit opportunities, as it is bounded by Lincoln Boulevard and the Marina Freeway (State Route 90). Additionally, the Ballona Creek Trail is located approximately 0.5 mile south of the property and provides bicycle connectivity to the Project Site from communities located to the east. The Project will provide replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements while offering convenient access to regionally significant health care services.

c. General Welfare. Granting the Vesting Zone Change, as conditioned, will allow for replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements. The Project will also increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The improvements resulting from the Vesting Zone Change will enhance the built environment, through appropriate site planning, landscaping, circulation, and buffering from adjacent residential neighborhoods. Given the Project’s location in an urbanized area and along a major commercial corridor, the Project will maintain and expand a desirable and essential use that will continue to service the community and region, thereby advancing general welfare.

d. Good Zoning Practices. Approval of the Vesting Zone Change, as conditioned, will allow for an appropriately intense development of the subject property. The General Plan and C2-1 Zone allow for an FAR of 1.5:1. Both during construction of the Proposed Project and upon its completion, the FAR would remain below that allowed by the C2-1 Zone.
eliminate disruption to existing hospital operations and to ensure that the hospital services remain accessible to the community during construction, the replacement hospital building and a portion of the energy center will be constructed prior to the demolition of the existing hospital. During construction of the Project, the Project Site will have approximately 357,380 square feet of floor area, which includes the existing hospital building, the replacement hospital building, and the first phase of the energy center building. During both the construction of the Proposed Project and upon its completion, the total floor area would remain well below the maximum 477,668 square feet otherwise allowed by the C2-1 Zone. The Vesting Zone Change, as conditioned, will accommodate the Project and is consistent with the type of commercial use that is encouraged by the General Plan Framework Element and the Palms – Mar Vista – Del Rey Community Plan.

e. “T” and “Q” Classification Findings. Pursuant to LAMC Sections 12.32-G,1 and -G,2, the current action, as recommended, has been made contingent upon compliance with new “T” conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are executed to meet the public’s needs, convenience and general welfare served by the required actions. The “Q” conditions that limit the scale and scope of the development along with site operations, are also necessary to: protect the best interests of and to assure a development more compatible with, the surrounding properties and the overall pattern of development in the community; to secure an appropriate development in harmony with the General Plan as discussed in the above sections, and to prevent or mitigate the potential adverse environmental effects of the recommended actions.

For the reasons stated above, the zone and height district change requests are beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and are consistent with the General Plan.

VESTING MAJOR DEVELOPMENT CONDITIONAL USE FINDINGS

4. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the Alquist Act’s 2030 seismic safety requirements. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing Project Site. The Project will provide a service that is essential and beneficial to the community, city, and region: providing access to medical care.

The replacement hospital building will be constructed along the Lincoln Boulevard frontage of the property. Construction of the new building at this location will allow the existing hospital to remain fully operational while the new building is being built. The replacement hospital building will be a 258,163 square-foot, nine-story building. The overall height of the hospital building will be approximately 191 feet (approximately 154 feet to the roof deck and 191 feet to the top of the elevator override). The hospital building will have a maximum capacity of 160 beds. The replacement hospital building will accommodate upgraded medical technology and heating, ventilation and air-conditioning system, which is beneficial to the community, city, and region.
The Project includes a two-story state-of-the-art energy center with 5,953 square feet of floor area. The energy center building will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the energy center, facing Mindanao Way, is anticipated to include a public art element. The above-ground energy center building has been designed to last throughout the life of the project and able to withstand impacts related to flood hazards, thereby providing an essential service.

The Project will include the construction of a landscaped surface parking lot and will maintain an existing off-site surface parking lot. With 292 on-site and 100 off-site automobile parking stalls, as well as 27 short-term and 54 long-term bicycle parking stalls, the Project will meet City parking requirements. Further, as conditioned, the Project will provide EV parking spaces and charging stations consistent with the requirements of Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC. The condition requiring EV will support the adoption of low and zero emission transportation fuel sources by the Project’s visitors, patients, and employees. This condition provides for the public welfare and public necessity by reducing the level of pollution of greenhouse gas emissions to the benefit of the neighborhood, and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); and Mobility Element Policy 4.1 (expand access to transportation choices). This condition allows the Project to improve the health, wellness, air and mobility of the patients, visitors, employees and neighborhood, but within the context of the Project’s proposed density, uses, and features.

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Proposed Project will provide 54 long-term and 27 short-term bicycle parking spaces. The long-term bicycle spaces will be located near the self-park visitor parking, and the short-term bicycle parking spaces will be located adjacent to the emergency department entrance. Pedestrians and cyclists will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will enhance Lincoln Boulevard by moving above-ground utilities below-ground, and by the installation of a landscape buffer, thereby creating a more pedestrian-friendly environment. Pedestrians along Lincoln Boulevard will access the hospital entrance via the Lincoln Boulevard driveway, guided by prominent directional signage. In addition, new pathways and an internal road will allow for pedestrian and vehicular access through the property from Lincoln Boulevard and Mindanao Way.

The Project will provide approximately 200 trees to be planted throughout the property, including approximately 80 trees within and around the surface parking areas to provide screening and shade. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden. As such, the Project will enhance the built environment in the surrounding neighborhood.

The Project will promote the Palms – Mar Vista – Del Rey Community Plan’s goals and policies to improve community aesthetics by providing landscape features and open space, offer transportation alternatives to vehicles by being located near transit and providing bicycle...
amenities on-site, and improving the design of surface parking areas by utilizing landscape screening and buffers. The Project will, therefore, enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

5. The project’s location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The Project is located in an urban area along a major commercial corridor, and will be compatible with adjacent properties. The neighboring properties to the east are improved with residential uses. The adjacent property to the south is developed with a gas station and drive-through restaurant. The neighboring property east of the Lincoln Boulevard and Mindanao Way intersection is developed with commercial uses — including bank, office, retail, and restaurant uses. The property across Lincoln Boulevard is developed with commercial towers. The neighboring property northwest of the site is improved with an automobile dealership. The Marina Freeway (State Route 90) is located north of the project site.

The replacement hospital building will be constructed along the Lincoln Boulevard frontage of the property, in an area currently developed with a medical office building and surface parking area. Construction of the new building at this location will allow the existing hospital to remain fully operational while the new building is being built. The covered loading dock and uncovered medical gas enclosure will also be located at the northeast corner of the hospital building. The proposed location of the hospital building will increase the buffer between the hospital and the residential neighborhood adjacent to the Project Site, across Mindanao Way, thereby minimizing adverse effects on the adjacent properties.

The replacement hospital building will be a 258,163 square-foot, nine-story building. The overall height of the hospital building will be approximately 191 feet (approximately 154 feet to the roof deck and 191 feet to the top of the elevator override). As the Project is located in an urban area along a major commercial corridor, the Project’s size and height will be compatible with and will not adversely affect adjacent properties. Additionally, the replacement hospital building will be located adjacent to properties already developed with two commercial towers up to 12 stories in height, located at 4640 and 4676 Admiralty Way. The tallest component of the Project, the replacement hospital building, will be located adjacent to these commercial towers and will therefore be visually compatible with the surrounding development.

The two-story energy center will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, is anticipated to include a public art element. As such, the design of the energy center building has been designed to minimize adverse impacts to the adjacent residential neighborhood. The energy center building will be of similar scale and height, and will be visually compatible with the adjacent to two-story residential buildings.

The Project will include a 4,487 square-foot covered loading dock, and an uncovered medical gas enclosure. This area will house two large oxygen storage tanks and provide storage for smaller tanks of nitrogen, carbon dioxide and nitrogen oxide, all required for hospital operations. The loading area and enclosure will be screened along the east edge of the area, thereby minimizing adverse effects on the surrounding neighborhood. The proposed project will replace an existing operating hospital use. The project’s location, size, height, operations and other significant features will be compatible with and will not adversely
affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

6. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Project Site is located within the Palms – Mar Vista – Del Rey Community Plan, a component of the Land Use Element of the City of Los Angeles' General Plan. The Community Plan designated the Project Site for Community Commercial use, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The Community Plan text includes the following relevant land use goals, objectives, and policies:

**Goal 2:** A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

**Objective 2-1:** To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

**Policy 2-1.1:** New commercial uses should be located in existing established commercial areas or shopping centers.

**Policy 2-1.4:** Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

**Objective 2-3:** To enhance the appearance of commercial districts.

**Policy 2-3.1:** Require that the design of new development be compatible with adjacent development, community character and scale.

The Project will maintain a hospital use within the commercial district along Lincoln Boulevard and serve the health needs of the community. The project will enhance the appearance of Lincoln Boulevard and Mindanao Way, through a combination of landscaping and building design. The nine-story hospital building will be consistent with existing commercial development along Lincoln Boulevard, including the approximately 12-story commercial towers west of the project site. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a public art element, which will allow for improved compatibility with the adjacent residential uses. The Project will provide a modern standard of care and will meet the requirements of the Alquist Act, and is consistent with the Palms – Mar Vista – Del Rey Community Plan. The Project, as conditioned, would substantially conform with the purpose, intent, and provisions of the General Plan and Community Plan.

7. **The project provides for an arrangement of uses, buildings, structures, open spaces, and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.**

The Project will be compatible with the scale and character of adjacent properties. The neighboring properties to the east are improved with condominiums up to two (2) stories in height. The adjacent property to the south at the site, immediately north of the Lincoln Boulevard and Mindanao Way intersection is developed with a gas station and drive-through
restaurant. The neighboring property east of the Lincoln Boulevard and Mindanao Way intersection is developed with commercial uses – including bank, office, retail, and restaurant uses – up to three (3) stories in height. Across Lincoln Boulevard to the west is the City Boundary with the County of Los Angeles. The property across Lincoln Boulevard is developed with commercial towers up to 12 stories in height, a parking structure with approximately four (4) levels. The neighboring property northwest of the site is improved with an automobile dealership, with a one-story office and associated surface parking. The Marina Freeway (State Route 90) is located north of the project site.

The replacement hospital building will be a 258,163 square-foot, nine-story building located along the Lincoln Boulevard frontage of the property. This location will appropriately create distance between the hospital use and adjacent residential development, and will place the structure adjacent to sites that have been developed with tall structures. The hospital building, designed with a third floor roof deck, a landscape buffer, and the undergrounding of above-ground utilities will improve the quality of the public realm along Lincoln Boulevard.

A two-story state-of-the-art energy center with 5,953 square feet of floor area will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, is anticipated to include a public art element, which will upgrade the quality of development at the site.

The Project will provide approximately 200 trees to be planted throughout the property. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden. These landscape improvements will be compatible with the character of the surrounding neighborhood.

As such, the project provides for an arrangement of uses, buildings, structures, open spaces, and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

8. The project complies with the height and area regulations of the zone in which it is located.

The Project Site is currently developed with a two-story, 94,480 square-foot hospital. The Project will construct replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements, and will increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The replacement hospital facilities will have a total floor area of 268,603 square-feet, including the new 258,163 square-foot hospital building and 5,953 square-foot energy center building. In addition, a 4,487 square-foot covered loading dock will adjoin the northeast side of the replacement hospital building.

The overall height of the replacement hospital building will be approximately 191 feet (154 feet to the roof deck and 191 to the top of the elevator override). The energy center building will have an overall height of 45 feet, with a mechanical screen extending approximately 51 feet high at the southern end of the building. The property is within Height District 1, which does not establish a maximum height limit for lots within the C2 zone.
The C2-1 Zone allows an FAR of 1.5:1. Following completion of the new buildings and prior to the demolition of the existing hospital building, the Project Site will maintain 357,380 square feet of floor area and an FAR of 1.12:1. This includes the existing 96,480 square-foot hospital building, the replacement 258,163 square-foot hospital building, and the first phase of the energy center building with approximately 2,400 square feet of floor area. Following demolition of the existing hospital building and completion of the 4,487 square-foot covered loading dock and the remaining approximately 3,600 square feet of the energy center building, the final floor area of the Project will be 268,603 square feet, and will have an FAR 0.84:1. Therefore, the Project is consistent with the FAR requirements.

As conditioned, the Project will comply with the height and area regulations of the Palms – Mar Vista – Del Rey Land use Map’s Community Commercial land use designation and C2-1 Zone.

9. That the Project is consistent with the City Planning Commission’s design guidelines for Major Development Projects.

The City Planning Commission has not yet approved Design Guidelines for Major Development Projects. The Project does, however, meet the following Citywide Design Guidelines:

Pedestrian-First Design

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

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

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

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Project Site is served by several bus lines (Metro, LADOT, and Big Blue Bus) along both Lincoln Boulevard and Mindanao Way. A Bike Path (Class I) along Lincoln Boulevard and the Ballona Creek Trail, a Bike Path (Class I), provides connectivity to the project site from surrounding communities. Pedestrians and bicyclists will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will create a more pedestrian-friendly environment along Lincoln Boulevard and Mindanao Way by moving above-ground utilities below-ground and by providing a landscape buffer. Vehicular access driveways will be improved to enhance pedestrian safety while providing clear access to the site. Additionally, a 3rd story landscaped roof deck on the hospital building will help support pedestrian scale and provides visual interest that engages with the street.

360 Degree Design

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

Guideline 5: Express a clear and coherent architectural idea.
Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.

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

The Lincoln Boulevard corridor is developed with multi-level, nonresidential structures ranging from two to 12 stories in height, while development along Mindanao Way range includes low scale residential and nonresidential structures. The project recognizes and respects the surrounding context by locating the nine-story hospital building along the Lincoln Boulevard frontage and away from the adjacent residential neighborhood. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a public art element, which will allow for improved compatibility with the adjacent residential uses. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden, providing a comfortable user experience.

Climate-Adapted Design

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

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

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

The Project will provide approximately 200 trees to be planted throughout the property, including approximately 80 trees within and around the surface parking areas to provide screening and shade. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. The project has been conditioned to plant street trees within the public right-of-way.

COASTAL DEVELOPMENT PERMIT FINDINGS

10. The development is in conformity with Chapter 3 of the California Coastal Act of 1976.

Chapter 3 of the Coastal Act includes provisions that address the impact of development on public services, infrastructure, traffic, the environment and significant resources, and coastal access. Applicable provision are as follows:

Section 30244 Archaeological and Paleontological Resources.
Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act. Approximately 13,700 cubic yards of soil will be removed from the site, and approximately 12,000 cubic yards of soil will be imported for use in backfilling the footing and pad excavation for the demolished hospital building and for final site grading. The project site has been previously disturbed and is presently developed with the Marina Del Rey Hospital and related medical office building. The grading and excavation, necessary for the Project, is subject to review by the Department of Building and Safety and will comply with the
requirements of the grading division. The subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Section 30250 Location; existing developed area.
(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

The Project Site is located within an urbanized area and is already developed with a 94,480 square-foot hospital. The property and existing structures are served by existing water, sewer and electrical utilities. Lincoln Boulevard and Mindanao Way are improved right-of-ways with two to three travel lanes in each direction and dedicated left-turn lanes, and are served by multiple public transit lines (Metro, LADOT, and Big Blue Bus stops). The proposed project provides the code-required number of automobile parking spaces, and provides for short- and long-term bicycle parking. Further, the proposed use will maintain connections with existing infrastructure systems (water, electricity, gas, wastewater, trash service, etc). Therefore, the Proposed Project will not have a significant adverse impact on coastal resources.

Section 30251 Scenic and Visual Qualities.
The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Project will have no adverse effects on public access, recreation, public views, or the marine environment as the property is developed with a hospital and surface parking lot, located on the west side of the Lincoln Boulevard corridor. The site is within 500 feet of the Marina Del Rey Marina. The Project will not interfere with any views to the ocean or scenic coastal areas. The tallest component of the Project, the replacement hospital building, will be located adjacent to properties already developed with commercial towers up to 12 stories in height. Therefore, the project will not impact views to and along the ocean and scenic coastal areas, and will be consistent with the requirements of Section 30251.

The Project is located in an urban area along a major commercial corridor, and will be compatible with adjacent properties. The overall height of the replacement hospital building will be approximately 191 feet and will be consistent with existing development along the corridor. The adjacent property is developed with commercial towers up to 12 stories in height. The two-story energy center will be constructed east of the hospital building along Mindanao Way, and will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the energy center building, facing Mindanao Way, is anticipated to include a public art element. The
There will be no dredging, filling or diking of coastal waters or wetlands associated with the request. The project will be visually compatible with the character of surrounding areas. Therefore, the project will not block any protected views of the ocean or coastline, and the Proposed Project is in conformity with Chapter 3 of the California Coastal Act.

Section 30252 Maintenance and Enhancement of Public Access.
The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The Proposed Project will supply sufficient parking for employees and hospital visitors, and will therefore not reduce parking for visitors accessing the coast. The Proposed Project will be required to provide a total of 341 automobile parking spaces based on the proposed hospital, energy center building, and loading dock uses. The aggregate number of 341 required automobile parking spaces is reduced by 20 spaces as a result of the required bicycle parking spaces that are provided, pursuant to LAMC Section 12.21 A.4. Therefore, the overall automobile parking requirement for the project is 321 spaces. The Proposed Project proposes a total of 392 automobile parking spaces both on- and off-site. On-site parking will consist of surface parking for self-park visitors, valet visitors, physician, energy center staff, materials handling staff, and ambulance staff. The Proposed Project will maintain a total of 100 employee parking spaces at the Cedars-Sinai Marina Del Rey Hospital parking lot located at 4363-4373 South Lincoln Boulevard, which is within the 750-foot distance within which required parking spaces may be provided when such spaces are located upon another lot. Therefore, the project will be consistent with the requirements of Section 30252(4) and provides adequate parking for the proposed use.

Section 30253 Minimization of Adverse Impacts.
New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The proposed development is located within a Methane Zone, Liquefaction Area, and within 6.7 kilometers of the Newport – Inglewood Fault Zone (Onshore). As such, the project is subject to compliance with Zoning and Building Code requirements that will minimize risks to
life and property in such hazard areas. The property is also located in Zone X, outside of the Flood Zone.

The project site is also located within an area that may be affected by sea level rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted on November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs).

A Sea Level Rise Assessment dated December 20, 2019 was prepared by HDR Architecture Inc. The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project’s vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR. The potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). The Project proposes finished floor elevations of 14 feet for the hospital, and 14.33 feet for the energy center building, above the anticipated inundation areas. The Project places the majority of critical infrastructure above the first-floor level. Further, the Project will waterproof below grade elements. Any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As such, the proposed development is consistent with Section 30253 of the Coastal Act.

11. The development will not prejudice the ability of the City of Los Angeles to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

Coastal Act Section 30604(a) states that prior to the certification of a Local Coastal Program ("LCP"), a coastal development permit may only be issued if a finding can be made that the proposed development is in conformance with Chapter 3 of the Coastal Act. The City does not have an approved LCP for this area. In the interim, the Palms - Mar Vista - Del Rey Community Plan, the Land Use Element of the City's General Plan, serves as a functional equivalent.

The Palms - Mar Vista - Del Rey Community Plan Map designates the property for Community Commercial, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is zoned [Q]C2-1 and P-1, and is consistent with the land use designation. With the approval of the requested Vesting Zone Change, the Zone will continue to be consistent with the range of zones corresponding to the Community Commercial land use designation. Further, the Project will be consistent with the commercial policies of the Community Plan, as previously discussed. The project will not conflict with any Coastal Act policies with respect to shoreline access, recreation and visitor serving facilities, water and marine resources and environmentally sensitive habitat areas, and public works.

Therefore, the approval of the proposed development will not prejudice the City's ability to prepare an LCP consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

12. The Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed and considered in light of the individual project in making this determination properties.
The Los Angeles County Interpretive Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretive Guidelines, the guidelines are intended to be used "in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources." The Regional Interpretive Guidelines for the Marina del Rey portion of the Coastal Zone primarily address development that is located immediately adjacent to the shoreline or harbor areas. The guidelines address adequate public access and appropriate recreational activities in these areas. The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the California's Alfred E. Alquist Hospital Facilities Seismic Safety Act. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing property site. The project will not impede or otherwise affect public access to coastal areas, and will not preempt areas usable for public or commercial recreation or marine related facilities. The Regional Interpretive Guidelines have been reviewed and the Proposed Project is consistent with the applicable requirements in the Guidelines.

13. The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

The project is located within the single permit jurisdiction of the California Coastal Zone. There are no recent actions taken by California Coastal Commission to approve a new hospital within the City of Los Angeles Coastal Zone. However, the California Coastal Commission recently approved the following improvements to necessary infrastructure and essential uses:

- On December 10, 2003, the Coastal Commission approved a Coastal Development Permit to construct a three-story 97,738 square foot addition to existing hospital; the permanent conversion of approximately 0.75 acres of native Monterey pine forest to an urban use, relocation of existing scenic easements, & remodeling of existing patient rooms, located at 23625 WR Holman Highway, City of Monterey. (Application No. 3-03-068)

- On October 9, 2015, the Coastal Commission approved a Coastal Development Permit to construct a 54-inch diameter force main sewer approximately two miles in length, located in the Dual Permit Jurisdiction Area of the Coastal Zone, at the area beneath Hurricane Street, Marquesas Way, Via Marina, Pacific Ave, Culver Boulevard, Vista del Mar, and Marina del Rey Channel, City of Los Angeles and Los Angeles County. (Application No. 5-15-0810)

- On February 9, 2018, the Coastal Commission approved a Coastal Development Permit to authorize the Clearwater Program Joint Water Pollution Control Plant (JWPCP) Effluent Outfall Tunnel Project including construction of part of a 21 ft. diameter tunnel, approximately 900 ft. in length within dual permit jurisdiction area, to transport treated wastewater effluent from JWPCP to proposed new manifold structure at White Point/Royal Palms Beach (RPB); excavation of exit shaft at RPB to be used to connect new tunnel to existing ocean outfalls and remove portions of Tunnel Boring Machine; temporary use of
maximum 50 of 248 parking spaces, construction of 20 ft. sound wall around perimeter of
shaft site, and relocation of payment kiosk, payment meters, lifeguard tower, and public
showers; permanent surface structures at RPB limited to vent pipes and access lids for
future operation and maintenance; at the Royal Palms Beach, San Pedro, located in a
Dual Permit Jurisdiction Area of the Coastal Zone. (Application No. 5-17-0809)

- On April 11, 2019, the Coastal Commission approved a Coastal Development Permit
authorizing the rehabilitation of the Venice Pier including replacement of the 157 ft. long
pier approach structure, structural repairs to 39 concrete piles and 155 cap beams, deck
surface and soffit repairs, and removal and replacement of existing utilities, located in the
Dual Permit Jurisdiction Area of the Coastal Zone, at 1800 Ocean Front Walk, Venice.
(Application No. 5-18-1082)

As such, this decision of the permit granting authority has been guided by applicable decisions
of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources
Code, which provides that prior decisions of the Coastal Commission, where applicable, shall
guide local governments in their actions in carrying out their responsibility and authority under
the Coastal Act of 1976.

14. The development is not located between the nearest public road and the sea or
shoreline of any body of water located within the coastal zone, and the development is
in conformity with the public access and public recreation policies of Chapter 3 of the
California Coastal Act of 1976.

Section 30210 of the Coastal Act states the following in regards to public access:

In carrying out the requirement of Section 4 of Article X of the California Constitution,
maximum access, which shall be conspicuously posted, and recreational
opportunities shall be provided for all the people consistent with public safety needs
and the need to protect public rights, right of private property owners, and natural
resources from overuse.

Section 30211 of the Coastal Act states the following in regards to public recreation policies:

Development shall not interfere with the public's right of access to the sea where
acquired through use or legislative authorization, including, but not limited to, the
use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

The subject property is not located between the nearest public road and the shoreline of any
body of water located within the coastal zone. The project will not interfere with public access
to the coast. The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital
building with new facilities that meet the California’s Alfred E. Alquist Hospital Facilities
Seismic Safety Act. The Project will construct a nine-story hospital providing a total of 160
patient beds, a two-story energy center building, and appurtenant improvements. The
replacement facilities will allow the Project to expand access to health care without extending
beyond its existing property site. There is no adjoining public access point or public recreation
facility that will be affected by this request.

15. An appropriate environmental clearance under the California Environmental Quality
Act has been granted.

The Department of City Planning determined, based on the whole of the administrative record,
that the Project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to
State CEQA Guidelines, Article 19, Section 15302 (Class 2), and there is no substantial
evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-6649-CE is provided in the case file and attached as Exhibit C.

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-6649-CE is provided in the case file and attached as Exhibit C.

The Project will construct the following replacement facilities: (1) a nine-story, 258,500 square-foot hospital measuring 191 feet in height and providing a total of 160 patient beds, (2) a new two-story energy center building with approximately 6,000 square feet of floor area and 14,000 square feet of mechanical area, measuring 55 feet in height, (3) an approximately 4,500 square-foot loading dock, (4) a 300 square-foot fire pump building, (5) a medical gas enclosure, (6) and a DWP substation and switchgear enclosure. The Project will also include a comprehensive sign program. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site. The Project will include two (53-foot by 11-foot) temporary mobile imaging trailers on-site that will be used for magnetic resonance imaging (MRI) and computed tomography (CT) scans during construction, and will be removed upon completion of the replacement hospital building. The Project will remove six street trees along Lincoln Boulevard and two street trees along Mindanao Way. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout — an approximate 20% increase in existing capacity. As a project consisting of the replacement of an existing hospital to provide earthquake resistant structures and does not increase capacity more than 50%, the Project qualifies for the Class 2 Categorical Exemption.

CEQA Determination – Class 2 Categorical Exemption Applies

A Project qualifies for a Class 2 Categorical Exemption if it involves the replacement or reconstruction of existing hospitals where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Class 2 Categorical Exemption includes the replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the "Alquist Act"). The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout — an approximate 20% increase in existing capacity. As such, the Proposed Project qualifies for the Class 2 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the Proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative
Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

As the Proposed Project is categorically exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2 Categorical Exemption), this exception does not apply.

(b) Cumulative Impacts. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

There is not a succession of known projects of the same type and in the same place as the subject project.

An application for a coastal development permit has been filed adjacent to the subject site, located at 4730 South Lincoln Boulevard (DIR-2019-5349-CDP), requesting the change of use from 4,290 square feet of Restaurant use to Medical Office use within an existing building, in conjunction with tenant improvements. An approved project located approximately 470 feet from the subject site, located at 13160 West Mindanao Way (DIR-2019-4398-CDP), is for the change of use of 40,000 square feet of General Office use to Medical Office use within an existing building. However, neither project constitutes a project of the same type and in same place as the subject project.

A Transportation Assessment prepared by Linscott Law & Greenspan, dated March 12, 2020, accounts for the trip generation potential of the replacement hospital (160 hospital beds), in comparison with the calculated trip generation of the existing uses (133 hospital beds and 50,500 square feet of medical office space) so that the number of net new vehicle trips can be determined. As required by the Los Angeles Department of Transportation (LADOT), the trip generation forecast has been prepared using trip rates provided in the Trip Generation Manual (10th Edition) published by the Institute of Transportation Engineers (ITE). The assessment concluded that the Project is forecast to result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips).

A Construction Analysis prepared by Linscott Law and Greenspan, dated March 12, 2020, accounts for adverse effects on mobility in the project vicinity during the construction process based on the procedures outlined in the LADOT Transportation Assessment Guidelines document. The analysis concluded that that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Further, the analysis recommends that a construction work site traffic control plan be submitted to LADOT’s Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity, and that a Construction Staging and Traffic Management Plan be prepared, which will include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

Further, the Proposed Project would be subject to citywide Regulatory Compliance Measures. Regulatory Compliance Measures (RCMs) include but are not limited to compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations,
and Best Management Practices for stormwater runoff. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project’s impacts are cumulatively considerable when evaluating any cumulative impacts associates with construction noise and transportation/traffic in the surrounding area.

(c) **Significant Effect Due to Unusual Circumstances.** A **categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, which will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project is located in an urbanized area, with adjacent lots developed with commercial, residential, and public facility uses. The construction of a replacement hospital at a site that been developed with a hospital use is not an unusual circumstance. The project size and height are similar to existing development within the vicinity of the subject site and are permitted by the underlying C2-1 zone. The project proposes a Floor Area Ratio (FAR) of 1.12:1 on a site that is permitted to have an FAR of 1.5:1, and proposes a height of 191 feet on a site that does not have a height limit.

As described above, a Transportation Assessment concluded that the Project would result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips). Additionally, a Construction Analysis concluded that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(d) **Scenic Highways.** A **categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.**

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 9 miles northwest of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

(e) **Hazardous Waste Sites.** A **categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

According to Envirostor, the State of California’s database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the project site does not indicate the site may be hazardous or otherwise contaminated. Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

(f) **Historical Resources.** A **categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural
Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City’s HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

**ADDITIONAL MANDATORY FINDING**

16. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, outside the Flood Zone
COVID-19 UPDATE
Interim Appeal Filing Procedures
April 17, 2020

Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction. There are three options for filing appeals, described below.

OPTION 1: NON-APPLICANT ONLINE APPEAL PORTAL
(planning.lacity.org/development-services/appeal-application-online)

Non-applicant appeals of entitlements can now be submitted online and payment can be made by credit card. The online appeal portal allows non-applicants to fill out and submit the appeal application directly to the Development Services Center. Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. Note: a 2.7% credit card processing service fee will be charged. CEQA appeals, Building and Safety appeals (LAMC Section 12.26K), and Applicant appeals can only be filed using Option 2 or 3 below.

OPTION 2: EMAIL PLUS US MAIL

This is a two-step process including pre-clearance by email of the appeal application followed by application and payment submittal via US Mail.

STEP 1:
Email planning.figcounter@lacity.org with the subject line: "Request to File Appeal." In the email body provide:
- The case number
- Appellant contact information (name, email, telephone number)

Include as individual attachments to the email:
- Copy of Signed Appeal Application
- Justification
- Letter of Determination

City Planning staff will contact the appellant to confirm whether the appeal is complete and meets the applicable provisions of the Los Angeles Municipal Code (LAMC). The appellant will then be instructed to move forward with Step 2.

STEP 2:
Send appeal application via US Mail, postmarked no later than the last day of the appeal period. The package shall include:
- Original Appeal Application (wet signatures),
- Copy of email correspondence with City Planning staff (from Step 1)
- Appeal fee, check payable to the City of Los Angeles ($109.47 for an aggrieved party, not the Project Applicant)
- Mail the appeal application to:
  Department City Planning - Metro DSC
  201 N. Figueroa St., 4th Floor
  Los Angeles, CA 90012

City Planning staff will email and mail the appellant with a receipt for payment. Note: only the original application, email, and check need to be sent via US Mail. This ensures a standard envelope with standard postage is sufficient, and no trip to the Post Office is necessary. Steps 1 and 2 must both be completed. An email alone is not sufficient to satisfy appeal requirements.

OPTION 3: DROP OFF AT DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop off appeal applications and payment. Drop off areas are monitored in secure locations outside the three DSCs (Metro/Downtown, Van Nuys, and West Los Angeles) and are available during regular business hours.

City Planning staff will follow up with the appellant via email and phone to:
- Confirm that the appeal package is complete and meets the applicable provisions of the LAMC
- Provide a receipt for payment
CONDITIONS FOR EFFECTUATING (T)
TENTATIVE CLASSIFICATION REMOVAL
(As modified by the City Planning Commission on May 14, 2020)

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be
removed by the recordation of a final parcel or tract map or by posting of guarantees through the
B-permit process of the City Engineer to secure the following without expense to the City of Los
Angeles, with copies of any approval or guarantees provided to the Department of City Planning
for attachment to the subject planning case file.

1. Dedication Required:

   a. Lincoln Boulevard (Boulevard I – State Highway) - Accept the 17-foot wide future street
easement and dedicate an additional 1-foot wide strip of land along the property frontage
to complete a 68-foot wide half right-of-way in accordance with Boulevard I/State Highway
of Mobility 2035 Plan.

   b. Mindanao Way (Avenue I) – Accept the 5-foot wide future transit easement. Dedicate a 7-
foot wide and variable width strip of land along the property frontage to compete a 50-foot
wide half right-of-way in accordance with Avenue I of Mobility 2035 Plan.

2. Improvements Required:

   a. Lincoln Boulevard – Construct suitable surfacing to provide a 50-foot wide half roadway
with asphalt concrete pavement, integral concrete curb and 2-foot wide concrete gutter.
Construct a 10-foot wide concrete sidewalk and an 8-foot wide parkway. Repair all broken
and off-grade adjacent roadway pavement along the property frontage. The Bureau of
engineering does not object to have double rows of trees along the property frontage (tree
wells with root barriers within the sidewalk along the curb and trees in the parkway that
abuts the property line) subject to the approval of Urban Forestry Division of the Bureau
of Street Services. These improvements shall suitably transition to join the existing
improvements to the satisfaction of the City Engineer.

   b. Mindanao Way – Remove the existing sidewalk and construct a new 10-foot wide concrete
sidewalk abutting the new property line and landscape the parkway. Construct integral
concrete curb and 2-foot gutter. Repair all broken adjacent roadway pavement and close
all unused driveways. Reconstruct the concrete bus pad per BOE and LADOT’s
requirements. Remove the access ramp at the intersection with Mindanao Way and La
Villa Marina and construct ADA ramp per standard plan S-442. The Bureau of Engineering
does not object to have no parkway where the right-turn lane is proposed on the North
side of La Villa Marina intersection. Obtain approval from LADOT for the proposed right-
turn lane. These improvements shall suitably transition to join the existing improvements.

Note: Broken curb and/or gutter includes segments within existing score lines that are
depressed or upraised by more than ¼ inch from the surrounding concrete work or are
separated from the main body of the concrete piece by a crack through the entire vertical
segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that
exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding
concrete work or has full concrete depth cracks that have separations greater than 1/8
inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel
across a driveway.
All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Contact the Department of Transportation regarding any conflicts with traffic signals, signs, parking spaces, meters or traffic control devices (213) 482-7024.

Regarding any issue with power poles and gas meters, contact the Department of Water and Power (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

3. Drain the roof and site to the public right-of-way. Roof and site drainage onto Lincoln Boulevard will require approval and permit from Caltrans.

4. Sewer lines exist in Mindanao Way and in the 10-foot sanitary sewer easement on the north end of the property. Extension of the house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. There is a 10-foot wide sanitary sewer easement on the north end of the property. No structure shall be constructed over this easement without prior approval from the WLA District Office B-Permit Group of the Bureau of Engineering.

6. Construction along Lincoln Boulevard will require Caltrans permit and approval.

7. An investigation by the Bureau of Engineering WLA District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the West Los Angeles District Office of the Bureau of Engineering at (310) 575-8384.

8. Submit parking area and driveway plans to the WLA District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
9. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval. The project shall comply with the conditions noted in the letter dated December 27, 2019 from the Fire Department.
FINDINGS

GENERAL PLAN FINDINGS

1. General Plan Land Use Designation

The Project Site is located within the Palms – Mar Vista – Del Rey Community Plan. The Community Plan designated the Project Site for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is presently zoned [Q]C2-1 and P-1. The proposed hospital use is consistent with development permitted in the C2 Zone. The Vesting Zone Change from [Q]C2-1 and P-1 to (T)(Q)C2-1 is warranted as it will allow the construction of replacement hospital facilities in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”). The Alquist Act requires that all acute care hospitals be able to withstand a major earthquake and remain functioning by 2030. These hospitals must either be retrofitted or rebuilt to be in compliance with the Alquist Act, or must be removed from acute care service.

The Project Site is currently zoned [Q]C2-1 and P-1. The Q condition, established by Ordinance No. 163,410 and retained by Ordinance No. 167,965, restricts the total floor area on the C2 zoned portion of the property to 210,000 square feet, which is equivalent to an FAR of approximately 0.67:1. The P-1 zone, approximately 3,850 square-feet located at the southern portion of the Project Site, permits only surface parking. The existing zoning precludes the construction of the Proposed Project. Ordinance 163,410 also includes Q Conditions that address lighting, landscaping, noise, parking, and air quality; the conditions were required in conjunction with the existing hospital. Ordinance 167,965 includes a Permanent Q Condition that requires onsite recycling. The recommended zone change to (T)(Q)C2-1 would allow the construction of the proposed hospital with improvements onsite and within the right-of-way, that are consistent with the intent of the previous Q Conditions and further require adherence to the requirements of the LAMC.

The C2-1 Zone would allow a maximum FAR of 1.5:1, or a maximum of 477,668 square feet of floor area. To eliminate disruption to existing hospital operations and to ensure that the hospital remain accessible to the community during construction, the replacement hospital building and a portion of the energy center will be constructed prior to the demolition of the existing hospital. During construction, the Project Site will have 357,380 square feet of floor area and an FAR of 1.12:1. The final floor area of the Project will be 268,603 square feet, and will have an FAR 0.84:1. During both the construction of the Proposed Project and upon its completion, the total floor area would remain well below that allowed by the C2-1 Zone. Therefore, the Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text.

a. Land Use Chapter, Framework Element. The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, and public services.

The Project will support and be generally consistent with the General Plan Framework Land Use Chapter, as it will provide a regional use that supports the needs of the City’s residents within an existing commercial area. The Project will provide a modern standard
of care and will meet the Alquist Act. In addition, the project will comply with the following objectives and policies set forth in the General Plan Framework Land Use Chapter as follows:

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

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.8.2 Encourage the retention of existing development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g. childcare and community meeting rooms).

The Project will provide a regional use that supports the needs of the City's existing and future residents. The next closest hospitals with 24-hour emergency care services are located more than 3.5 miles away and are north of the Santa Monica Freeway (I-10) in Santa Monica, east of the San Diego Freeway (I-405) in Culver City and Inglewood, or south of the Glenn Anderson Freeway (I-105) in Gardena and Torrance. The Project will help reduce vehicle trips, vehicle miles traveled, and air pollution by providing such services within the Palms – Mar Vista – Del Rey Community Plan area.

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

Policy 5.5.7: Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.

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.

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

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

The Project Site is developed with 138,705 square feet of floor area, including the 96,480 square-foot Cedars-Sinai Marina Del Rey Hospital building constructed in 1969. The existing two-story hospital building is located at the center of the Project Site, and is surrounded by surface parking areas containing 465 automobile parking spaces.

The replacement hospital building will be a 258,163 square-foot, nine-story building located along the Lincoln Boulevard frontage of the property. This location will appropriately create distance between the hospital use and adjacent residential development. The Lincoln Boulevard corridor is developed with similar multi-level, nonresidential structures ranging from two to 12 stories in height. The hospital building
proposes a 3rd story roof deck, a landscaped buffer, and will relocated all existing above-ground utilities, below ground. The proposed site improvements will enhance the public realm, adjacent to the Project Site.

A two-story state-of-the-art energy center with 5,953 square feet of floor area will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, will include a public art element, which will upgrade the quality of development at the site relative to the adjacent residential uses.

The Project will include a comprehensive sign program including directional and identification signs. The Project’s signage will be coordinated in appearance and are intended to provide clear directions for visitors to the hospital. The proposed signs provide a substantial contrast between the color and material of the background and the letters and symbols to make the signs easy to read. Illumination used for project signage will be limited in light intensity to avoid negative lighting impacts upon nearby residentially zoned properties. The proposed signage will be integrated with the architectural character of the buildings and convey a visually attractive character.

As such, the Project is consistent with the Framework Element of the General Plan.

b. Palms – Mar Vista – Del Rey Community Plan. The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.4: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that the design of new development be compatible with adjacent development, community character and scale.

The Project will conserve the commercial district along Lincoln Boulevard and serve the health needs of the community. The project will enhance the appearance of Lincoln Boulevard and Mindanao Way, through a combination of landscaping and building design. The nine-story hospital building will be consistent with existing commercial development along Lincoln Boulevard, including the approximately 12-story commercial towers west of the project site. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a
public art element, which will allow for improved compatibility with the adjacent residential uses. The Project will provide a modern standard of care and will meet the requirements of the Alquist Act, and is consistent with the Palms – Mar Vista – Del Rey Community Plan.

c. Health and Wellness Element. Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The Proposed Project complies with the following policies:

Policy 1.5: Improve Angelenos’ health and well-being by incorporating a health perspective into land use, design, policy and zoning decisions through existing tools, practices and programs.

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

Policy 2.3: Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health care resources.

Policy 2.7: Encourage the equitable distribution of health care service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

The Project Site is developed with a hospital use and is bounded by the Marina Freeway (SR-90) to the north, Mindanao Way to the east, and Lincoln Boulevard to the southwest. The location is easily accessible to patients, visitors, and employees, thus enhancing Angeleno’s health and well-being by enhancing access to care. Primary regional access is provided by Lincoln Boulevard, a designated Boulevard I and a Caltrans right-of-way, and by the Marina Freeway State Route 90. Entrances along Lincoln Boulevard and Mindanao Way provide direct access to the property. This convenient location reduces trips by local residents to medical facilities located farther away.

The Project will promote a healthy built environment by providing pedestrian-friendly improvements along Lincoln Boulevard and Mindanao Way. Improvements to Lincoln Boulevard and Mindanao Way will be required to comply with ADA requirements, per the (T) Tentative Classification. The Project will relocate existing above-ground utilities below-ground and provide a landscape buffer adjacent to the public right-of-ways. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances. A 3rd story landscaped roof deck on the hospital building will support a healthy built environment by providing access to outdoor landscaped areas. The Project will further promote a healthy built environment through the selected building materials, which include exterior shading devices, insulated glazing, spandrel panels, and high performance glazing.

Therefore, the Project is consistent with the Health and Wellness Element.

d. Mobility Element. The Mobility Element includes the following relevant policies:
Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

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

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

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

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Project Site is served by several bus lines along both Lincoln Boulevard and Mindanao Way. Bus stops serving the Los Angeles County Metropolitan Transit Authority (“Metro”) 108 and 358 bus lines, as well as the Los Angeles Department of Transportation (“LADOT”) Commuter Express 437 are located at the Lincoln Boulevard and Mindanao Way intersection, and near Mindanao Way and the Marina Freeway (State Route 90). The Project Site is also served by the Big Blue Bus Route 3 bus line. The Proposed Project will provide 54 long-term and 27 short-term bicycle parking spaces. The long-term bicycle spaces will be located near the self-park visitor parking, and the short-term bicycle parking spaces will be located adjacent to the emergency department entrance. Pedestrians will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will enhance Lincoln Boulevard by moving above-ground utilities below-ground, and by the installation of a landscape buffer, thereby creating a more pedestrian-friendly environment. Pedestrians along Lincoln Boulevard will access the hospital entrance via the Lincoln Boulevard driveway, guided by prominent directional signage. In addition, new pathways and an internal road will allow for pedestrian and vehicular access through the property from Lincoln Boulevard and Mindanao Way. As such, the Project is consistent with the Mobility Plan.

VESTING ZONE CHANGE FINDINGS: “T” AND “Q” CLASSIFICATION

3. Pursuant to Section 12.32 of the Municipal Code, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice.

The Cedars-Sinai Marina Del Rey Hospital is subject to California’s Alfred E. Alquist Hospital Facilities Seismic Safety Act, which requires that all acute care hospitals be able to withstand a major earthquake and remain functioning by 2030. In order to comply with the Alquist Act, the existing Cedars-Sinai Marina Del Rey Hospital building will be replaced with a new building that meets the Alquist Act’s 2030 seismic safety requirements. The Project will construct a nine-story, 258,163 square-foot replacement hospital building, a two-story energy center
building with 5,953 square feet of floor area, and appurtenant improvements. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site.

The project site is located in the Palms – Mar Vista – Del Rey Community Plan, and is designated for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is zoned [Q]C2-1 and P-1, and is consistent with the land use designation. The Q conditions, established by Ordinance No. 163,410 and retained by Ordinance No. 167,965, restricts the total floor area on the C2 zoned portion of the property to 210,000 square feet. The P-1 zone, approximately 3,850 square-feet located at the southern portion of the Project Site, permits only surface parking. The existing zoning precludes the construction of the Proposed Project. With the approval of the requested Vesting Zone Change, the Zone will continue to be consistent with the range of zones corresponding to the Community Commercial land use designation.

a. **Public Necessity.** Approval of the Vesting Zone Change, as conditioned, will allow for replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements, and will increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. Further, approval of the Vesting Zone Change will allow for a continuation of hospital services during construction. To eliminate disruption to existing hospital operations and to ensure that the hospital remains accessible to the community during construction, the replacement hospital building will be built between the existing hospital and Lincoln Boulevard. Once the replacement hospital building is completed and ready for occupancy, the existing hospital building will be demolished. The requested Vesting Zone Change, as conditioned, will provide a public necessity of enhanced and continuous access to medical care.

b. **Convenience.** Granting the Vesting Zone Change, as conditioned, would result in a project that is convenient to the public. The Project Site is located in an established urban area. The Project Site provides convenient vehicular access and public transit opportunities, as it is bounded by Lincoln Boulevard and the Marina Freeway (State Route 90). Additionally, the Ballona Creek Trail is located approximately 0.5 mile south of the property and provides bicycle connectivity to the Project Site from communities located to the east. The Project will provide replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements while offering convenient access to regionally significant health care services.

c. **General Welfare.** Granting the Vesting Zone Change, as conditioned, will allow for replacement hospital facilities that meet the Alquist Act’s 2030 seismic safety requirements. The Project will also increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The improvements resulting from the Vesting Zone Change will enhance the built environment, through appropriate site planning, landscaping, circulation, and buffering from adjacent residential neighborhoods. Given the Project’s location in an urbanized area and along a major commercial corridor, the Project will maintain and expand a desirable and essential use that will continue to service the community and region, thereby advancing general welfare.

d. **Good Zoning Practices.** Approval of the Vesting Zone Change, as conditioned, will allow for an appropriately intense development of the subject property. The General Plan and C2-1 Zone allow for an FAR of 1.5:1. Both during construction of the Proposed Project and upon its completion, the FAR would remain below that allowed by the C2-1 Zone. To
eliminate disruption to existing hospital operations and to ensure that the hospital services remain accessible to the community during construction, the replacement hospital building and a portion of the energy center will be constructed prior to the demolition of the existing hospital. During construction of the Project, the Project Site will have approximately 357,380 square feet of floor area, which includes the existing hospital building, the replacement hospital building, and the first phase of the energy center building. During both the construction of the Proposed Project and upon its completion, the total floor area would remain well below the maximum 477,668 square feet otherwise allowed by the C2-1 Zone. The Vesting Zone Change, as conditioned, will accommodate the Project and is consistent with the type of commercial use that is encouraged by the General Plan Framework Element and the Palms – Mar Vista – Del Rey Community Plan.

e. “T” and “Q” Classification Findings. Pursuant to LAMC Sections 12.32-G,1 and -G,2, the current action, as recommended, has been made contingent upon compliance with new “T” conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are executed to meet the public’s needs, convenience and general welfare served by the required actions. The “Q” conditions that limit the scale and scope of the development along with site operations, are also necessary to: protect the best interests of and to assure a development more compatible with, the surrounding properties and the overall pattern of development in the community; to secure an appropriate development in harmony with the General Plan as discussed in the above sections, and to prevent or mitigate the potential adverse environmental effects of the recommended actions.

For the reasons stated above, the zone and height district change requests are beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and are consistent with the General Plan.

VESTING MAJOR DEVELOPMENT CONDITIONAL USE FINDINGS

4. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the Alquist Act’s 2030 seismic safety requirements. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing Project Site. The Project will provide a service that is essential and beneficial to the community, city, and region: providing access to medical care.

The replacement hospital building will be constructed along the Lincoln Boulevard frontage of the property. Construction of the new building at this location will allow the existing hospital to remain fully operational while the new building is being built. The replacement hospital building will be a 258,163 square-foot, nine-story building. The overall height of the hospital building will be approximately 191 feet (approximately 154 feet to the roof deck and 191 feet to the top of the elevator override). The hospital building will have a maximum capacity of 160 beds. The replacement hospital building will accommodate upgraded medical technology and heating, ventilation and air-conditioning system, which is beneficial to the community, city, and region.
The Project includes a two-story state-of-the-art energy center with 5,953 square feet of floor area. The energy center building will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the energy center, facing Mindanao Way, is anticipated to include a public art element. The above-ground energy center building has been designed to last throughout the life of the project and able to withstand impacts related to flood hazards, thereby providing an essential service.

The Project will include the construction of a landscaped surface parking lot and will maintain an existing off-site surface parking lot. With 292 on-site and 100 off-site automobile parking stalls, as well as 27 short-term and 54 long-term bicycle parking stalls, the Project will meet City parking requirements. Further, as conditioned, the Project will provide EV parking spaces and charging stations consistent with the requirements of Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC. The condition requiring EV will support the adoption of low and zero emission transportation fuel sources by the Project’s visitors, patients, and employees. This condition provides for the public welfare and public necessity by reducing the level of pollution of greenhouse gas emissions to the benefit of the neighborhood, and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); and Mobility Element Policy 4.1 (expand access to transportation choices). This condition allows the Project to improve the health, wellness, air and mobility of the patients, visitors, employees and neighborhood, but within the context of the Project’s proposed density, uses, and features.

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Proposed Project will provide 54 long-term and 27 short-term bicycle parking spaces. The long-term bicycle spaces will be located near the self-park visitor parking, and the short-term bicycle parking spaces will be located adjacent to the emergency department entrance. Pedestrians and cyclists will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will enhance Lincoln Boulevard by moving above-ground utilities below-ground, and by the installation of a landscape buffer, thereby creating a more pedestrian-friendly environment. Pedestrians along Lincoln Boulevard will access the hospital entrance via the Lincoln Boulevard driveway, guided by prominent directional signage. In addition, new pathways and an internal road will allow for pedestrian and vehicular access through the property from Lincoln Boulevard and Mindanao Way.

The Project will provide approximately 200 trees to be planted throughout the property, including approximately 80 trees within and around the surface parking areas to provide screening and shade. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden. As such, the Project will enhance the built environment in the surrounding neighborhood.

The Project will promote the Palms – Mar Vista – Del Rey Community Plan’s goals and policies to improve community aesthetics by providing landscape features and open space, offer transportation alternatives to vehicles by being located near transit and providing bicycle
amenities on-site, and improving the design of surface parking areas by utilizing landscape screening and buffers. The Project will, therefore, enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

5. **The project’s location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The Project is located in an urban area along a major commercial corridor, and will be compatible with adjacent properties. The neighboring properties to the east are improved with residential uses. The adjacent property to the south is developed with a gas station and drive-through restaurant. The neighboring property east of the Lincoln Boulevard and Mindanao Way intersection is developed with commercial uses – including bank, office, retail, and restaurant uses. The property across Lincoln Boulevard is developed with commercial towers. The neighboring property northwest of the site is improved with an automobile dealership. The Marina Freeway (State Route 90) is located north of the project site.

The replacement hospital building will be constructed along the Lincoln Boulevard frontage of the property, in an area currently developed with a medical office building and surface parking area. Construction of the new building at this location will allow the existing hospital to remain fully operational while the new building is being built. The covered loading dock and uncovered medical gas enclosure will also be located at the northeast corner of the hospital building. The proposed location of the hospital building will increase the buffer between the hospital and the residential neighborhood adjacent to the Project Site, across Mindanao Way, thereby minimizing adverse effects on the adjacent properties.

The replacement hospital building will be a 258,163 square-foot, nine-story building. The overall height of the hospital building will be approximately 191 feet (approximately 154 feet to the roof deck and 191 feet to the top of the elevator override). As the Project is located in an urban area along a major commercial corridor, the Project’s size and height will be compatible with and will not adversely affect adjacent properties. Additionally, the replacement hospital building will be located adjacent to properties already developed with two commercial towers up to 12 stories in height, located at 4640 and 4676 Admiralty Way. The tallest component of the Project, the replacement hospital building, will be located adjacent to these commercial towers and will therefore be visually compatible with the surrounding development.

The two-story energy center will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, is anticipated to include a public art element. As such, the design of the energy center building has been designed to minimize adverse impacts to the adjacent residential neighborhood. The energy center building will be of similar scale and height, and will be visually compatible with the adjacent to two-story residential buildings.

The Project will include a 4,487 square-foot covered loading dock, and an uncovered medical gas enclosure. This area will house two large oxygen storage tanks and provide storage for smaller tanks of nitrogen, carbon dioxide and nitrogen oxide, all required for hospital operations. The loading area and enclosure will be screened along the east edge of the area, thereby minimizing adverse effects on the surrounding neighborhood. The proposed project will replace an existing operating hospital use. The project’s location, size, height, operations and other significant features will be compatible with and will not adversely
affect or further degrade adjacent properties, the surrounding neighborhood, or the public
health, welfare, and safety.

6. The project substantially conforms with the purpose, intent and provisions of the
General Plan, the applicable community plan, and any applicable specific plan.

The Project Site is located within the Palms – Mar Vista – Del Rey Community Plan, a
component of the Land Use Element of the City of Los Angeles’ General Plan. The Community
Plan designated the Project Site for Community Commercial use, with corresponding zones
of CR, C2, C4, RAS3, and RAS4. The Community Plan text includes the following relevant
land use goals, objectives, and policies:

Goal 2: A strong and competitive commercial sector which promotes economic vitality,
serves the needs of the community through well designed, safe and accessible
areas while preserving the historic, commercial and cultural character of the
community.

Objective 2-1: To conserve and strengthen viable commercial development in the
community and to provide additional opportunities for new commercial
development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established
commercial areas or shopping centers.

Policy 2-1.4: Require that commercial projects be designed and developed to
achieve a high level of quality, distinctive character and compatibility
with surrounding uses and development.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that the design of new development be compatible with
adjacent development, community character and scale.

The Project will maintain a hospital use within the commercial district along Lincoln Boulevard
and serve the health needs of the community. The project will enhance the appearance of
Lincoln Boulevard and Mindanao Way, through a combination of landscaping and building
design. The nine-story hospital building will be consistent with existing commercial
development along Lincoln Boulevard, including the approximately 12-story commercial
towers west of the project site. The Project building materials include metal panels, glass
curtain walls, aluminum, and concrete. The energy center building will be screened and will
include a public art element, which will allow for improved compatibility with the adjacent
residential uses. The Project will provide a modern standard of care and will meet the
requirements of the Alquist Act, and is consistent with the Palms – Mar Vista – Del Rey
Community Plan. The Project, as conditioned, would substantially conform with the purpose,
intent, and provisions of the General Plan and Community Plan.

7. The project provides for an arrangement of uses, buildings, structures, open spaces,
and other improvements that are compatible with the scale and character of the
adjacent properties and surrounding neighborhood.

The Project will be compatible with the scale and character of adjacent properties. The
neighboring properties to the east are improved with condominiums up to two (2) stories in
height. The adjacent property to the south at the site, immediately north of the Lincoln
Boulevard and Mindanao Way intersection is developed with a gas station and drive-through
The neighboring property east of the Lincoln Boulevard and Mindanao Way intersection is developed with commercial uses – including bank, office, retail, and restaurant uses – up to three (3) stories in height. Across Lincoln Boulevard to the west is the City Boundary with the County of Los Angeles. The property across Lincoln Boulevard is developed with commercial towers up to 12 stories in height, a parking structure with approximately four (4) levels. The neighboring property northwest of the site is improved with an automobile dealership, with a one-story office and associated surface parking. The Marina Freeway (State Route 90) is located north of the project site.

The replacement hospital building will be a 258,163 square-foot, nine-story building located along the Lincoln Boulevard frontage of the property. This location will appropriately create distance between the hospital use and adjacent residential development, and will place the structure adjacent to sites that have been developed with tall structures. The hospital building, designed with a third floor roof deck, a landscape buffer, and the undergrounding of above-ground utilities will improve the quality of the public realm along Lincoln Boulevard.

A two-story state-of-the-art energy center with 5,953 square feet of floor area will be constructed east of the hospital building along Mindanao Way. The energy center building will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the Energy Center, facing Mindanao Way, is anticipated to include a public art element, which will upgrade the quality of development at the site.

The Project will provide approximately 200 trees to be planted throughout the property. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden. These landscape improvements will be compatible with the character of the surrounding neighborhood.

As such, the project provides for an arrangement of uses, buildings, structures, open spaces, and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

8. The project complies with the height and area regulations of the zone in which it is located.

The Project Site is currently developed with a two-story, 94,480 square-foot hospital. The Project will construct replacement hospital facilities that meet the Alquist Act's 2030 seismic safety requirements, and will increase the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. The replacement hospital facilities will have a total floor area of 268,603 square-feet, including the new 258,163 square-foot hospital building and 5,953 square-foot energy center building. In addition, a 4,487 square-foot covered loading dock will adjoin the northeast side of the replacement hospital building.

The overall height of the replacement hospital building will be approximately 191 feet (154 feet to the roof deck and 191 to the top of the elevator override). The energy center building will have an overall height of 45 feet, with a mechanical screen extending approximately 51 feet high at the southern end of the building. The property is within Height District 1, which does not establish a maximum height limit for lots within the C2 zone.
The C2-1 Zone allows an FAR of 1.5:1. Following completion of the new buildings and prior to the demolition of the existing hospital building, the Project Site will maintain 357,380 square feet of floor area and an FAR of 1.12:1. This includes the existing 96,480 square-foot hospital building, the replacement 258,163 square-foot hospital building, and the first phase of the energy center building with approximately 2,400 square feet of floor area. Following demolition of the existing hospital building and completion of the 4,487 square-foot covered loading dock and the remaining approximately 3,600 square feet of the energy center building, the final floor area of the Project will be 268,603 square feet, and will have an FAR 0.84:1. Therefore, the Project is consistent with the FAR requirements.

As conditioned, the Project will comply with the height and area regulations of the Palms – Mar Vista – Del Rey Land use Map’s Community Commercial land use designation and C2-1 Zone.

9. That the Project is consistent with the City Planning Commission’s design guidelines for Major Development Projects.

The City Planning Commission has not yet approved Design Guidelines for Major Development Projects. The Project does, however, meet the following Citywide Design Guidelines:

Pedestrian-First Design

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

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

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

The Property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The Project Site is served by several bus lines (Metro, LADOT, and Big Blue Bus) along both Lincoln Boulevard and Mindanao Way. A Bike Path (Class I) along Lincoln Boulevard and the Ballona Creek Trail, a Bike Path (Class I), provides connectivity to the project site from surrounding communities. Pedestrians and bicyclists will access the Project Site by either Lincoln Boulevard or Mindanao Way, and will be guided by directional signage. Well lit, landscaped, paved and defined pathways, as well as new directional signage, will make it easy and safe for pedestrians and bicyclists to find their way to the hospital entrances.

The Project will create a more pedestrian-friendly environment along Lincoln Boulevard and Mindanao Way by moving above-ground utilities below-ground and by providing a landscape buffer. Vehicular access driveways will be improved to enhance pedestrian safety while providing clear access to the site. Additionally, a 3rd story landscaped roof deck on the hospital building will help support pedestrian scale and provides visual interest that engages with the street.

360 Degree Design

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

Guideline 5: Express a clear and coherent architectural idea.
Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.

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

The Lincoln Boulevard corridor is developed with multi-level, nonresidential structures ranging from two to 12 stories in height, while development along Mindanao Way range includes low scale residential and nonresidential structures. The project recognizes and respects the surrounding context by locating the nine-story hospital building along the Lincoln Boulevard frontage and away from the adjacent residential neighborhood. The Project building materials include metal panels, glass curtain walls, aluminum, and concrete. The energy center building will be screened and will include a public art element, which will allow for improved compatibility with the adjacent residential uses. A roof deck is provided at the third floor of the Proposed hospital building, which will be programmed with an outdoor dining area, a staff outdoor area, and roof garden, providing a comfortable user experience.

Climate-Adapted Design

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

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

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

The Project will provide approximately 200 trees to be planted throughout the property, including approximately 80 trees within and around the surface parking areas to provide screening and shade. The Project would provide a landscape buffer along Lincoln Boulevard consisting of Cercis “Forest Pansy” trees. In addition, the Project would enhance the landscaped buffer along Mindanao Way that would include Catalina Ironwood trees. The project has been conditioned to plant street trees within the public right-of-way.

COASTAL DEVELOPMENT PERMIT FINDINGS

10. The development is in conformity with Chapter 3 of the California Coastal Act of 1976.

Chapter 3 of the Coastal Act includes provisions that address the impact of development on public services, infrastructure, traffic, the environment and significant resources, and coastal access. Applicable provision are as follows:

Section 30244 Archaeological and Paleontological Resources.
Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act. Approximately 13,700 cubic yards of soil will be removed from the site, and approximately 12,000 cubic yards of soil will be imported for use in backfilling the footing and pad excavation for the demolished hospital building and for final site grading. The project site has been previously disturbed and is presently developed with the Marina Del Rey Hospital and related medical office building. The grading and excavation, necessary for the Project, is subject to review by the Department of Building and Safety and will comply with the...
requirements of the grading division. The subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Section 30250 Location; existing developed area.
(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

The Project Site is located within an urbanized area and is already developed with a 94,480 square-foot hospital. The property and existing structures are served by existing water, sewer and electrical utilities. Lincoln Boulevard and Mindanao Way are improved right-of-ways with two to three travel lanes in each direction and dedicated left-turn lanes, and are served by multiple public transit lines (Metro, LADOT, and Big Blue Bus stops). The proposed project provides the code-required number of automobile parking spaces, and provides for short- and long-term bicycle parking. Further, the proposed use will maintain connections with existing infrastructure systems (water, electricity, gas, wastewater, trash service, etc). Therefore, the Proposed Project will not have a significant adverse impact on coastal resources.

Section 30251 Scenic and Visual Qualities.
The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Project will have no adverse effects on public access, recreation, public views, or the marine environment as the property is developed with a hospital and surface parking lot, located on the west side of the Lincoln Boulevard corridor. The site is within 500 feet of the Marina Del Rey Marina. The Project will not interfere with any views to the ocean or scenic coastal areas. The tallest component of the Project, the replacement hospital building, will be located adjacent to properties already developed with commercial towers up to 12 stories in height. Therefore, the project will not impact views to and along the ocean and scenic coastal areas, and will be consistent with the requirements of Section 30251.

The Project is located in an urban area along a major commercial corridor, and will be compatible with adjacent properties. The overall height of the replacement hospital building will be approximately 191 feet and will be consistent with existing development along the corridor. The adjacent property is developed with commercial towers up to 12 stories in height. The two-story energy center will be constructed east of the hospital building along Mindanao Way, and will be approximately 45 feet high, with a mechanical screen extending up to approximately 51 feet high at the southern end of the building. The east wall of the energy center building, facing Mindanao Way, is anticipated to include a public art element. The
energy center building, along with a landscape buffer, has been designed to minimize its massing and be visually compatible with the adjacent residential neighborhood.

There will be no dredging, filling or diking of coastal waters or wetlands associated with the request. The project will be visually compatible with the character of surrounding areas. Therefore, the project will not block any protected views of the ocean or coastline, and the Proposed Project is in conformity with Chapter 3 of the California Coastal Act.

Section 30252 Maintenance and Enhancement of Public Access. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The Proposed Project will supply sufficient parking for employees and hospital visitors, and will therefore not reduce parking for visitors accessing the coast. The Proposed Project will be required to provide a total of 341 automobile parking spaces based on the proposed hospital, energy center building, and loading dock uses. The aggregate number of 341 required automobile parking spaces is reduced by 20 spaces as a result of the required bicycle parking spaces that are provided, pursuant to LAMC Section 12.21 A.4. Therefore, the overall automobile parking requirement for the project is 321 spaces. The Proposed Project proposes a total of 392 automobile parking spaces both on- and off-site. On-site parking will consist of surface parking for self-park visitors, valet visitors, physician, energy center staff, materials handling staff, and ambulance staff. The Proposed Project will maintain a total of 100 employee parking spaces at the Cedars-Sinai Marina Del Rey Hospital parking lot located at 4363-4373 South Lincoln Boulevard, which is within the 750-foot distance within which required parking spaces may be provided when such spaces are located upon another lot. Therefore, the project will be consistent with the requirements of Section 30252(4) and provides adequate parking for the proposed use.

Section 30253 Minimization of Adverse Impacts. New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The proposed development is located within a Methane Zone, Liquefaction Area, and within 6.7 kilometers of the Newport – Inglewood Fault Zone (Onshore). As such, the project is subject to compliance with Zoning and Building Code requirements that will minimize risks to
life and property in such hazard areas. The property is also located in Zone X, outside of the Flood Zone.

The project site is also located within an area that may be affected by sea level rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted on November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs).

A Sea Level Rise Assessment dated December 20, 2019 was prepared by HDR Architecture Inc. The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project’s vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR. The potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). The Project proposes finished floor elevations of 14 feet for the hospital, and 14.33 feet for the energy center building, above the anticipated inundation areas. The Project places the majority of critical infrastructure above the first-floor level. Further, the Project will waterproof below grade elements. Any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As such, the proposed development is consistent with Section 30253 of the Coastal Act.

11. The development will not prejudice the ability of the City of Los Angeles to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

Coastal Act Section 30604(a) states that prior to the certification of a Local Coastal Program ("LCP"), a coastal development permit may only be issued if a finding can be made that the proposed development is in conformance with Chapter 3 of the Coastal Act. The City does not have an approved LCP for this area. In the interim, the Palms - Mar Vista - Del Rey Community Plan, the Land Use Element of the City’s General Plan, serves as a functional equivalent.

The Palms - Mar Vista - Del Rey Community Plan Map designates the property for Community Commercial, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The site is zoned [Q]C2-1 and P-1, and is consistent with the land use designation. With the approval of the requested Vesting Zone Change, the Zone will continue to be consistent with the range of zones corresponding to the Community Commercial land use designation. Further, the Project will be consistent with the commercial policies of the Community Plan, as previously discussed. The project will not conflict with any Coastal Act policies with respect to shoreline access, recreation and visitor serving facilities, water and marine resources and environmentally sensitive habitat areas, and public works.

Therefore, the approval of the proposed development will not prejudice the City's ability to prepare an LCP consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

12. The Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed and considered in light of the individual project in making this determination properties.
The Los Angeles County Interpretive Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretive Guidelines, the guidelines are intended to be used "in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources." The Regional Interpretive Guidelines for the Marina del Rey portion of the Coastal Zone primarily address development that is located immediately adjacent to the shoreline or harbor areas. The guidelines address adequate public access and appropriate recreational activities in these areas. The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital building with new facilities that meet the California's Alfred E. Alquist Hospital Facilities Seismic Safety Act. The Project will construct a nine-story hospital providing a total of 160 patient beds, a two-story energy center building, and appurtenant improvements. The replacement facilities will allow the Project to expand access to health care without extending beyond its existing property site. The project will not impede or otherwise affect public access to coastal areas, and will not preempt areas usable for public or commercial recreation or marine related facilities. The Regional Interpretive Guidelines have been reviewed and the Proposed Project is consistent with the applicable requirements in the Guidelines.

13. The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

The project is located within the single permit jurisdiction of the California Coastal Zone. There are no recent actions taken by California Coastal Commission to approve a new hospital within the City of Los Angeles Coastal Zone. However, the California Coastal Commission recently approved the following improvements to necessary infrastructure and essential uses:

- On December 10, 2003, the Coastal Commission approved a Coastal Development Permit to construct a three-story 97,738 square foot addition to existing hospital; the permanent conversion of approximately 0.75 acres of native Monterey pine forest to an urban use, relocation of existing scenic easements, & remodeling of existing patient rooms, located at 23625 WR Holman Highway, City of Monterey. (Application No. 3-03-068)

- On October 9, 2015, the Coastal Commission approved a Coastal Development Permit to construct a 54-inch diameter force main sewer approximately two miles in length, located in the Dual Permit Jurisdiction Area of the Coastal Zone, at the area beneath Hurricane Street, Marquesas Way, Via Marina, Pacific Ave, Culver Boulevard, Vista del Mar, and Marina del Rey Channel, City of Los Angeles and Los Angeles County. (Application No. 5-15-0810)

- On February 9, 2018, the Coastal Commission approved a Coastal Development Permit to authorize the Clearwater Program Joint Water Pollution Control Plant (JWPCP) Effluent Outfall Tunnel Project including construction of part of a 21 ft. diameter tunnel, approximately 900 ft. in length within dual permit jurisdiction area, to transport treated wastewater effluent from JWPCP to proposed new manifold structure at White Point/Royal Palms Beach (RPB); excavation of exit shaft at RPB to be used to connect new tunnel to existing ocean outfalls and remove portions of Tunnel Boring Machine; temporary use of...
maximum 50 of 248 parking spaces, construction of 20 ft. sound wall around perimeter of
shaft site, and relocation of payment kiosk, payment meters, lifeguard tower, and public
showers; permanent surface structures at RPB limited to vent pipes and access lids for
future operation and maintenance; at the Royal Palms Beach, San Pedro, located in a
Dual Permit Jurisdiction Area of the Coastal Zone. (Application No. 5-17-0809)

- On April 11, 2019, the Coastal Commission approved a Coastal Development Permit
authorizing the rehabilitation of the Venice Pier including replacement of the 157 ft. long
pier approach structure, structural repairs to 39 concrete piles and 155 cap beams, deck
surface and soffit repairs, and removal and replacement of existing utilities, located in the
Dual Permit Jurisdiction Area of the Coastal Zone, at 1800 Ocean Front Walk, Venice.
(Application No. 5-18-1082)

As such, this decision of the permit granting authority has been guided by applicable decisions
of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources
Code, which provides that prior decisions of the Coastal Commission, where applicable, shall
guide local governments in their actions in carrying out their responsibility and authority under
the Coastal Act of 1976.

14. The development is not located between the nearest public road and the sea or
shoreline of any body of water located within the coastal zone, and the development is
in conformity with the public access and public recreation policies of Chapter 3 of the
California Coastal Act of 1976.

Section 30210 of the Coastal Act states the following in regards to public access:

> In carrying out the requirement of Section 4 of Article X of the California Constitution,
maximum access, which shall be conspicuously posted, and recreational
opportunities shall be provided for all the people consistent with public safety needs
and the need to protect public rights, right of private property owners, and natural
resources from overuse.

Section 30211 of the Coastal Act states the following in regards to public recreation policies:

> Development shall not interfere with the public's right of access to the sea where
acquired through use or legislative authorization, including, but not limited to, the
use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

The subject property is not located between the nearest public road and the shoreline of any
body of water located within the coastal zone. The project will not interfere with public access
to the coast. The Project will replace the existing Cedars-Sinai Marina Del Rey Hospital
building with new facilities that meet the California’s Alfred E. Alquist Hospital Facilities
Seismic Safety Act. The Project will construct a nine-story hospital providing a total of 160
patient beds, a two-story energy center building, and appurtenant improvements. The
replacement facilities will allow the Project to expand access to health care without extending
beyond its existing property site. There is no adjoining public access point or public recreation
facility that will be affected by this request.

15. An appropriate environmental clearance under the California Environmental Quality
Act has been granted.

The Department of City Planning determined, based on the whole of the administrative record,
that the Project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to
State CEQA Guidelines, Article 19, Section 15302 (Class 2), and there is no substantial
evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-6649-CE is provided in the case file and attached as Exhibit C.

CEQA FINDINGS

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-6649-CE is provided in the case file and attached as Exhibit C.

The Project will construct the following replacement facilities: (1) a nine-story, 258,500 square-foot hospital measuring 191 feet in height and providing a total of 160 patient beds, (2) a new two-story energy center building with approximately 6,000 square feet of floor area and 14,000 square feet of mechanical area, measuring 55 feet in height, (3) an approximately 4,500 square-foot loading dock, (4) a 300 square-foot fire pump building, (5) a medical gas enclosure, (6) a DWP substation and switchgear enclosure. The Project will also include a comprehensive sign program. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site. The Project will include two (53-foot by 11-foot) temporary mobile imaging trailers on-site that will be used for magnetic resonance imaging (MRI) and computed tomography (CT) scans during construction, and will be removed upon completion of the replacement hospital building. The Project will remove six street trees along Lincoln Boulevard and two street trees along Mindanao Way. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. As a project consisting of the replacement of an existing hospital to provide earthquake resistant structures and does not increase capacity more than 50%, the Project qualifies for the Class 2 Categorical Exemption.

CEQA Determination – Class 2 Categorical Exemption Applies

A Project qualifies for a Class 2 Categorical Exemption if it involves the replacement or reconstruction of existing hospitals where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Class 2 Categorical Exemption includes the replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”). The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. As such, the Proposed Project qualifies for the Class 2 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the Proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative
Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

As the Proposed Project is categorically exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2 Categorical Exemption), this exception does not apply.

(b) Cumulative Impacts. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

There is not a succession of known projects of the same type and in the same place as the subject project.

An application for a coastal development permit has been filed adjacent to the subject site, located at 4730 South Lincoln Boulevard (DIR-2019-5349-CDP), requesting the change of use from 4,290 square feet of Restaurant use to Medical Office use within an existing building, in conjunction with tenant improvements. An approved project located approximately 470 feet from the subject site, located at 13160 West Mindanao Way (DIR-2019-4398-CDP), is for the change of use of 40,000 square feet of General Office use to Medical Office use within an existing building. However, neither project constitutes a project of the same type and in same place as the subject project.

A Transportation Assessment prepared by Linscott Law & Greenspan, dated March 12, 2020, accounts for the trip generation potential of the replacement hospital (160 hospital beds), in comparison with the calculated trip generation of the existing uses (133 hospital beds and 50,500 square feet of medical office space) so that the number of net new vehicle trips can be determined. As required by the Los Angeles Department of Transportation (LADOT), the trip generation forecast has been prepared using trip rates provided in the Trip Generation Manual (10th Edition) published by the Institute of Transportation Engineers (ITE). The assessment concluded that the Project is forecast to result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips).

A Construction Analysis prepared by Linscott Law and Greenspan, dated March 12, 2020, accounts for adverse effects on mobility in the project vicinity during the construction process based on the procedures outlined in the LADOT Transportation Assessment Guidelines document. The analysis concluded that that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Further, the analysis recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity, and that a Construction Staging and Traffic Management Plan be prepared, which will include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

Further, the Proposed Project would be subject to citywide Regulatory Compliance Measures. Regulatory Compliance Measures (RCMs) include but are not limited to compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations,
and Best Management Practices for stormwater runoff. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project’s impacts are cumulatively considerable when evaluating any cumulative impacts associates with construction noise and transportation/traffic in the surrounding area.

(c) **Significant Effect Due to Unusual Circumstances.** A *categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, which will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project is located in an urbanized area, with adjacent lots developed with commercial, residential, and public facility uses. The construction of a replacement hospital at a site that been developed with a hospital use is not an unusual circumstance. The project size and height are similar to existing development within the vicinity of the subject site and are permitted by the underlying C2-1 zone. The project proposes a Floor Area Ratio (FAR) of 1.12:1 on a site that is permitted to have an FAR of 1.5:1, and proposes a height of 191 feet on a site that does not have a height limit.

As described above, a Transportation Assessment concluded that the Project would result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips). Additionally, a Construction Analysis concluded that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(d) **Scenic Highways.** A *categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 9 miles northwest of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

(e) **Hazardous Waste Sites.** A *categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

According to Envirostor, the State of California’s database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the project site does not indicate the site may be hazardous or otherwise contaminated. Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

(f) **Historical Resources.** A *categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural
Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City’s HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

ADDITIONAL MANDATORY FINDING

16. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, outside the Flood Zone.
ORDINANCE NO. _____________


THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:
(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,” and attached to the subject case file. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the Los Angeles City Planning Commission on May 14, 2020 recommends this ordinance BE ADOPTED by the City Council.

By

Cecilia Lamas
Commission Executive Assistant

File No.________________________

CITY CLERK

ORDINANCE PASSED

MAYOR

APPROVED

Ordinance Passed

Approved
EXHIBIT C
NOTICE OF EXEMPTION
CPC-2019-6216-VZC-CU-CDP
NOTICE OF EXEMPTION
(PRCE Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2019-6216-VZC-CU-CDP / Vesting Zone Change, Vesting Conditional Use, Coastal Development Permit

CASE NUMBER
ENV-2019-6217-CE

COUNCIL DISTRICT
11

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
4640 - 4660 South Lincoln Boulevard; 13201 - 13205 West Mindanao Way

PROJECT DESCRIPTION:
The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”). The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site).

NAME OF APPLICANT / OWNER:
CFHS Holdings, Inc. and Centinela Freeman Holdings, Inc. (dba Cedars-Sinai Marina Del Rey Hospital)

CONTACT PERSON (If different from Applicant/Owner above)
Michael Nytzen

AREAA CODE) TELEPHONE NUMBER | EXT.
(213) 683-5713

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)
Public Resources Code Section(s) ____________________________________________________________

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)
CEQA Guideline Section(s) / Class(es) Sec. 15302 / Class 2

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

JUSTIFICATION FOR PROJECT EXEMPTION:
A Project qualifies for a Class 2 Categorical Exemption if it involves the replacement of existing hospitals where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Class 2 Categorical Exemption includes the replacement of existing hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent. The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety. The Project will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site. The Project will result in an increase in a 20% increase in existing capacity (patient beds). As such, the Proposed Project qualifies for the Class 2 Categorical Exemption.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE
Esther Serrato

STAFF TITLE
City Planning Associate

ENTITLEMENTS APPROVED
Vesting Zone Change, Vesting Conditional Use, Coastal Development Permit

FEE: $373.00

RECEIPT NO. RECEIPT NO. REC’D. BY (DCP DSC STAFF NAME)
0302166610 Trevor Martin

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019
JUSTIFICATION FOR PROJECT EXEMPTION

CASE NO. ENV-2019-6217-CE

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The Project will construct the following replacement facilities: (1) a nine-story, 258,500 square-foot hospital measuring 191 feet in height and providing a total of 160 patient beds, (2) a new two-story energy center building with approximately 6,000 square feet of floor area and 14,000 square feet of mechanical area, measuring 55 feet in height, (3) an approximately 4,500 square-foot loading dock, (4) a 300 square-foot fire pump building, (5) a medical gas enclosure, (6) and a DWP substation and switchgear enclosure. The Project will also include a comprehensive sign program. The Project will provide a total of 392 automobile parking spaces, with 292 parking spaces located on-site and a total of 100 parking spaces located off-site. A total of 54 long-term and 27 short-term bicycle parking spaces will be provided on-site. The Project will include two (53-foot by 11-foot) temporary mobile imaging trailers on-site that will be used for magnetic resonance imaging (MRI) and computed tomography (CT) scans during construction, and will be removed upon completion of the replacement hospital building. The Project will remove six street trees along Lincoln Boulevard and two street trees along Mindanao Way. The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. As a project consisting of the replacement of an existing hospital to provide earthquake resistant structures and does not increase capacity more than 50%, the Project qualifies for the Class 2 Categorical Exemption.

CEQA Determination – Class 2 Categorical Exemption Applies

A Project qualifies for a Class 2 Categorical Exemption if it involves the replacement or reconstruction of existing hospitals where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The Class 2 Categorical Exemption includes the replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, in compliance with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (the “Alquist Act”). The Project will be constructed on the existing Cedars-
Sinai Marina Del Rey Hospital site (Project Site). The Project will result in an increase in the number of patient beds from 133 to 160 upon full buildout – an approximate 20% increase in existing capacity. As such, the Proposed Project qualifies for the Class 2 Categorical Exemption.

**CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions**

The City has considered whether the Proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

(a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

As the Proposed Project is categorically exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15302 (Class 2 Categorical Exemption), this exception does not apply.

(b) **Cumulative Impacts.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

There is not a succession of known projects of the same type and in the same place as the subject project.

An application for a coastal development permit has been filed adjacent to the subject site, located at 4730 South Lincoln Boulevard (DIR-2019-5349-CDP), requesting the change of use from 4,290 square feet of Restaurant use to Medical Office use within an existing building, in conjunction with tenant improvements. An approved project located approximately 470 feet from the subject site, located at 13160 West Mindanao Way (DIR-2019-4398-CDP), is for the change of use of 40,000 square feet of General Office use to Medical Office use within an existing building. However, neither project constitutes a project of the same type and in same place as the subject project.

A Transportation Assessment prepared by Linscott Law & Greenspan, dated March 12, 2020, accounts for the trip generation potential of the replacement hospital (160 hospital beds), in comparison with the calculated trip generation of the existing uses (133 hospital beds and 50,500 square feet of medical office space) so that the number of net new vehicle trips can be determined. As required by the Los Angeles Department of Transportation (LADOT), the trip generation forecast has been prepared using trip rates provided in the *Trip Generation Manual (10th Edition)* published by the Institute of Transportation Engineers (ITE). The assessment concluded that the Project is forecast to result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips).

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and would not impede emergency access. Further, the analysis recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity, and that a Construction Staging and Traffic Management Plan be prepared, which will include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

Further, the Proposed Project would be subject to citywide Regulatory Compliance Measures. Regulatory Compliance Measures (RCMs) include but are not limited to compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. There is no evidence to conclude that significant impacts will occur based on past project approvals or that the proposed Project's impacts are cumulatively considerable when evaluating any cumulative impacts associates with construction noise and transportation/traffic in the surrounding area.

(c) Significant Effect Due to Unusual Circumstances. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Project proposes the replacement of the existing Cedars-Sinai Marina Del Rey Hospital with new acute care hospital facilities, which will be constructed on the existing Cedars-Sinai Marina Del Rey Hospital site (Project Site). The Project is located in an urbanized area, with adjacent lots developed with commercial, residential, and public facility uses. The construction of a replacement hospital at a site that been developed with a hospital use is not an unusual circumstance. The project size and height are similar to existing development within the vicinity of the subject site and are permitted by the underlying C2-1 zone. The project proposes a Floor Area Ratio (FAR) of 1.12:1 on a site that is permitted to have an FAR of 1.5:1, and proposes a height of 191 feet on a site that does not have a height limit.

As described above, a Transportation Assessment concluded that the Project would result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips). Additionally, a Construction Analysis concluded that Project construction would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(d) Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcropsings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 9 miles northwest of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

(e) Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
According to Envirostor, the State of California’s database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the project site does not indicate the site may be hazardous or otherwise contaminated. Therefore, the project is not identified as a hazardous waste site, or in the vicinity of a hazardous waste site, and this exception does not apply.

(f) **Historical Resources.** A *categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City’s HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.
REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT
DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

➢ Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with the Department of City Planning.

➢ All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.

➢ Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.

➢ Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.


➢ A transportation study is not needed for the following project applications:

  o Ministerial / by-right projects
  o Discretionary projects limited to a request for change in hours of operation
  o Tenant improvement within an existing shopping center for change of tenants
  o Any project only installing a parking lot or parking structure
  o Time extension

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results
**PROJECT INFORMATION**

**Case Number:**

**Project Name:** Marina Del Rey Hospital Replacement Hospital Project

**Address:** 4650 S. Lincoln Boulevard / 13201-13205 Mindanao Way

**Project Description:** Demolition of 50,500 gross sf medical office building and 133-bed hospital (96,480 sf); construction of new 160-bed (269,000 sf) hospital pursuant to the Alfred E. Alquist Hospital Seismic Safety Act, which requires all existing hospitals to be seismically evaluated and retrofitted or replaced by 2030, in order that they are capable of being fully operational following a major seismic event.

**Seeking Existing Use Credit (will be calculated by LADOT):** Yes [X] No [□] Not sure [□]

**CFHS Holdings, Inc. and Centinela Freeman Holding, Inc.**

**Applicant Name:** (dba Cedars-Sinai Marina Del Rey Hospital) c/o Michael Nvtzen

**Applicant E-mail:** michaelnvtzen@paulhastings.com

**Applicant Phone:** (213) 683-5713

---

### PROJECT REFERRAL TABLE

<table>
<thead>
<tr>
<th>Land Use (list all)</th>
<th>Size / Unit</th>
<th>Daily Trips¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital</td>
<td>160 Beds</td>
<td>3,571</td>
</tr>
<tr>
<td>Proposed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total trips¹:** 3,571

---

**a.** Does the proposed project involve a discretionary action? [Yes [X] No [□]]

**b.** Would the proposed project generate 250 or more daily vehicle trips¹? [Yes [X] No [□]]

**c.** If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station²? [Yes [X] No [□]]

---

If **YES** to a. and b. or c., or to all of the above, the Project **must** be referred to LADOT for further assessment.

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¹To calculate the project’s total daily trips, use the VMT Calculator. Under ‘Project Information’, enter the project address, land use type, and intensity of all proposed land uses. Select the ‘+’ icon to enter each land use. After you enter the information, copy the ‘Daily Vehicle Trips’ number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT’s VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

²Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.
3. PROJECT INFORMATION

<table>
<thead>
<tr>
<th>Land Use (list all)</th>
<th>Size / Unit</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed</td>
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<td></td>
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<tr>
<td>Hospital</td>
<td>160 Beds</td>
<td>3,571</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total new trips:</td>
<td></td>
<td>+3,571</td>
</tr>
<tr>
<td>Existing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>133 Beds</td>
<td>4,726</td>
</tr>
<tr>
<td>Medical Office</td>
<td>50.5 KSF</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total existing trips:</td>
<td></td>
<td>-4,726</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-1,155</td>
</tr>
<tr>
<td></td>
<td>Net Increase / Decrease (+ or -)</td>
<td></td>
</tr>
</tbody>
</table>

a. Is the project a single retail use that is less than 50,000 square feet? Yes □ No □
b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes □ No □
c. Would the project result in a net increase in daily VMT? Yes □ No □
d. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes □ No □
e. Does the project include the construction, or addition of 50 or more dwelling units or guest rooms or combination thereof, and/or 50,000 or more square feet of non-residential? Yes □ No □
f. Project size:  
   i. Does the project contain a lot that is 0.5-acre or more in total gross area? Yes □ No □
   ii. Is the project’s frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City’s General Plan? Yes □ No □
   iii. Is the project’s building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City’s General Plan? Yes □ No □

VMT Analysis
If YES to a. and NO to d., a VMT analysis is NOT required.
If YES to both b. and c., or to d., a VMT analysis is required.

Access, Safety, and Circulation Assessment
If YES to b., a project access, safety, and circulation evaluation may be required.
If YES to b. and e. and either f.i., f.ii., or f.iii., an access assessment may be required.
LADOT Comments:
Contact LADOT for any possible project dedication/ improvement requirements. Submit a detailed site/driveway plan (1"=40") to LADOT for final review and recommendation.

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements:

Fee Calculation Estimate: **NONE (Negative Generator)**

VMT Analysis Required (Question b. satisfied): Yes □ No □

Access, Safety, and Circulation Evaluation Required (Question b. satisfied): Yes □ No □

Access Assessment Required (Question b., e., and either f.i., f.ii. or f.iii satisfied): Yes □ No □

Prepared by DOT Staff Name: **Pedro Ayala** Phone: (213) 485-1062

Signature: [Signature] Date: 4/22/20 Wed.

LADOT Project Case No: CTC19-108988
# Table 1

## PROJECT TRIP GENERATION [1]

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Project</td>
<td>Hospital [3]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>160 Beds</td>
<td>3,571</td>
<td>212</td>
<td>82</td>
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<tr>
<td>Subtotal Project Driveway Trips</td>
<td></td>
<td>3,571</td>
<td>212</td>
<td>82</td>
</tr>
<tr>
<td>Existing Site</td>
<td>Hospital [3]</td>
<td>(133) Beds</td>
<td>(2,969)</td>
<td>(176)</td>
</tr>
<tr>
<td></td>
<td>Medical Office [4]</td>
<td>(50,500) GSF</td>
<td>(1,757)</td>
<td>(109)</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td>(4,726)</td>
<td>(285)</td>
<td>(100)</td>
</tr>
<tr>
<td>Subtotal Existing Driveway Trips</td>
<td></td>
<td>(4,726)</td>
<td>(285)</td>
<td>(100)</td>
</tr>
<tr>
<td>NET INCREASE DRIVEWAY TRIPS</td>
<td></td>
<td>(1,155)</td>
<td>(73)</td>
<td>(18)</td>
</tr>
</tbody>
</table>

[2] Trips are one-way traffic movements, entering or leaving.
  - Daily Trip Rate: 22.32 trips/bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.84 trips/bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.89 trips/bed; 28% inbound/72% outbound
  - Daily Trip Rate: 34.80 trips/1000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.78 trips/1000 SF of floor area; 78% inbound/22% outbound
  - PM Peak Hour Trip Rate: 3.46 trips/1000 SF of floor area; 28% inbound/72% outbound
MEMORANDUM

To: Shannon Ryan and Esther Serrato
Department of City Planning

Date: March 12, 2020

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers

LLG Ref: 5-19-0459-1

Subject: Transportation Assessment for the Cedars-Sinai Marina del Rey Replacement Hospital Project

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a Transportation Assessment for the proposed Cedars-Sinai Marina del Rey Replacement Hospital project (the “Project”). The existing Marina del Rey Hospital is located at 4650 Lincoln Boulevard in the Marina del Rey area of the City of Los Angeles (the “Project Site”).

Briefly, the Project will result in a less than significant transportation impact based on the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines document (the “TAG”). This memorandum provides additional details regarding the Transportation Assessment prepared for the Project.

The Project qualifies for an exemption from review under the California Environmental Quality Act (CEQA) related to compliance with requirements in the State of California’s Alfred E. Alquist Hospital Seismic Safety Act (Alquist Act). This CEQA exemption specifically applies to the replacement or reconstruction of existing hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent (CEQA Guidelines section 15302(a)). Section 1.6 of the TAG states that for projects that do not require CEQA review, LADOT only requires an analysis of project construction per Section 3.4 of the TAG, and no other transportation assessment is required. A transportation assessment is not required for the Project, therefore. However, in order to provide a comprehensive and conservative analysis, the Project applicant has nevertheless agreed to have this assessment prepared.

Project Description

The existing Marina del Rey Hospital is an acute care facility providing 133 hospital beds. An emergency department is also provided at the existing hospital, offering 24/7 emergency care. Also located at the existing site is a separate medical office building that provides 50,500 square feet of gross building floor area. The replacement hospital will provide 160 hospital beds, as well as an emergency department. In conjunction with the construction of the replacement hospital, the Project includes the demolition of the existing hospital and medical office building.

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1 Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, LADOT, July 2019.
2 Capacity is measured in terms of the number of beds.
No new medical office space will be provided on the Project Site in conjunction with the Project.

**Trip Generation**

In conjunction with the Transportation Assessment, a vehicular trip generation forecast has been prepared for the Project. As required by LADOT, the trip generation forecast has been prepared using trip rates provided in the *Trip Generation Manual* (10th Edition) published by the Institute of Transportation Engineers (ITE).

The trip generation forecast for the Project is provided in Table 1. As shown in Table 1, the trip generation forecast considers the trip generation potential of the replacement hospital (160 hospital beds), in comparison with the calculated trip generation of the existing uses (133 hospital beds and 50,500 square feet of medical office space) so that the number of net new vehicle trips can be determined. Trip generation forecasts are provided in Table 1 for the weekday morning (AM) and afternoon (PM) peak hours, as well as over a 24-hour daily basis.

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SIZE</th>
<th>DAILY TRIP ENDS</th>
<th>AM PEAK HOUR VOLUMES</th>
<th>PM PEAK HOUR VOLUMES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>VOLUMES</td>
<td>IN</td>
<td>OUT</td>
</tr>
<tr>
<td><strong>Proposed Project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospital [1]</td>
<td>160 Beds</td>
<td>3,571</td>
<td>212</td>
<td>82</td>
</tr>
<tr>
<td><strong>Subtotal Project Driveway Trips</strong></td>
<td></td>
<td></td>
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<td></td>
<td>(1,155)</td>
<td>(73)</td>
</tr>
</tbody>
</table>


As shown in Table 1, the Project is forecast to result in a net reduction of daily trips (i.e., 1,155 fewer daily vehicle trips). In addition, the Project is forecast to result in a reduction of 91 fewer AM peak hour trips and 124 fewer PM peak hour trips. Thus, while the Project proposes to provide 27 additional hospital beds as compared to the existing hospital building, there is a significantly greater loss of existing vehicle trips associated with the demolition of the existing medical office building.
Transportation Assessment

In 2018, the State of California amended the CEQA Guidelines Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT).

Accordingly, the City of Los Angeles adopted the following significance criteria for transportation impacts based on VMT for land use projects:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use land or plan causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a “no impact” determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

As previously discussed, the Project will result in a decrease in daily vehicle trips generated at the Project Site based on the trip rates in ITE Trip Generation Manual. Accordingly, the Project will result in a less than significant transportation impact based on the City’s new thresholds of significance related to VMT. Accordingly, no additional analysis is required related to the potential transportation impacts of the Project.³

³ Because the answer to Threshold T-2.1-1 is negative, the analysis for Threshold T-2.1-2 (Would the project generate a net increase in daily VMT?) is not required.
CONDITIONS OF APPROVAL
(As modified by the City Planning Commission on May 14, 2020)

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,” and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

2. **Floor Area.** The total floor area shall not exceed 268,603 square feet, as shown on “Exhibit A.”

3. **Height.** The proposed buildings shall be subject to the following heights as shown in “Exhibit A.”:
   a. Hospital Building 191 feet
   b. Energy Center Building 55 feet

4. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A.16.

5. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

6. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

7. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

8. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

9. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by LAMC 12.40 and Landscape Ordinance Guidelines “O”. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit “A,” and shall incorporate any modifications required as a result of this grant.

10. **Tree Wells.** The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
    a. Minimum depth for trees shall be 42 inches.
b. Minimum depth for shrubs shall be 22 inches.
c. Minimum depth for herbaceous plantings and ground cover shall be 16 inches
d. Minimum depth for an extensive green roof shall be 3 inches.

The minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
e. 330 cubic feet for a small tree (less than 25 feet tall at maturity).
f. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
g. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

11. **Street Trees.** New street trees shall be planted within the public right-of-way, where feasible, at a ratio of at least one (1) tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services, Urban Forestry Division, Department of Public Works.

12. **Trees:** That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

13. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

14. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

15. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

16. **Signage.** There shall be no off-site commercial signage on construction fencing during construction. The Project shall comply with Sign Regulations of Article 4.4 of the LAMC, to the satisfaction of the Department of Building and Safety.

17. **Single Permit Jurisdiction Area.** The project is located within the Single Permit Jurisdiction area of the California Coastal Zone. The applicant shall provide a copy of the Coastal Commission’s Notification that the City’s coastal development permit is effective.

**Administrative Conditions**

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Plans Approved”. A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

19. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of
Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

21. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

22. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

23. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

24. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder’s Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder’s number and date shall be provided to the Department of City Planning for attachment to the file.

25. **Indemnification and Reimbursement of Litigation Costs.**

   Applicant shall do all of the following:
   (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City’s processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
   (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City’s processing and approval of the entitlement, including but not limited to payment of all court costs and attorney’s fees, costs of any judgments or awards against the City (including an award of attorney’s fees), damages, and/or settlement costs.
   (iii) Submit an initial deposit for the City’s litigation costs to the City within 10 days’ notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney’s Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City’s interests. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City’s interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.
March 26, 2020

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, CA 90012

Attention: PLUM Committee

Dear Honorable Members:


At its meeting of March 5, 2020, the Cultural Heritage Commission took the actions below to include the Sycamore Bungalow Court in the list of Historic-Cultural Monuments, subject to adoption by the City Council:

1. **Determined** that the proposed designation is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15308, Class 8 and Article 19, Section 15331, Class 31 of the State CEQA Guidelines;

2. **Determined** that the property conforms with the definition of a Monument pursuant to Section 22.171.7 of the Los Angeles Administrative Code;

3. **Recommended** that the City Council consider the Sycamore Bungalow Court for inclusion in the list of Historic-Cultural Monuments; and

4. **Adopted** the attached Findings.

The Commission vote was as follows:

Moved: Milofsky
Seconded: Barron
Ayes: Buelna, Kanner, Kennard

Vote: 5 – 0

James K. Williams, Commission Executive Assistant II
Cultural Heritage Commission

The Cultural Heritage Commission would appreciate your inclusion of the subject property to the list of Historic-Cultural Monuments.
**Time for Council to Act:** The Commission action is hereby transmitted to the City Council for consideration. Pursuant to Section 22.171.10(f) of the Los Angeles Administrative Code, the Council may approve or disapprove in whole or in part an application or initiation for a proposed designation of a Monument. The Council shall act in 90-days of the public hearing held before the Commission on the proposed designation. The City Council may unilaterally extend the 90-day time limit to act for a maximum of 15 days for good cause. With written consent of the owner, the time for the City Council to act may be extended by up to an additional 60 days. If the Council does not act on the application or initiation within this specified time limit, the application or initiation to designate a Monument shall be deemed to have been denied.

Enclosure: Findings
FINDINGS

- The Sycamore Bungalow Court "exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community" for its association with the rapid development of Hollywood and its surrounding areas in the 1920s.

- The Sycamore Bungalow Court "embodies the distinctive characteristics of a style, type, period, or method of construction" as an excellent and intact example of a two-story bungalow court in the Spanish Colonial Revival style in Hollywood.

DISCUSSION OF FINDINGS

The Sycamore Bungalow Court meets two of the Historic-Cultural Monument criteria. The subject property "exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community" for its association with the rapid development of Hollywood and its surrounding areas in the 1920s. In addition, the subject property "embodies the distinctive characteristics of a style, type, period, or method of construction" as an excellent and intact example of a two-story bungalow court in the Spanish Colonial Revival style in Hollywood.

From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth due to a rapidly expanding film business. To accommodate the growing population of newcomers, there was a sharp increase in residential development. Concentrations of residential properties from this period are located adjacent to the major motion picture studios and include modest single-family residences along with a wide variety of multi-family housing types, including duplexes, triplexes, and bungalow courts such as the subject property.

Bungalow court apartments are one of four multi-family housing types that became popular during California's population boom after World War I, and have a particular significance in Hollywood. Bungalow courts are distinguished by several different types, but most commonly they appear as one-story detached bungalows in a U-shaped configuration with a central courtyard; two-story bungalow courts, such as the subject property, are rare. Most units are entered through private porches or stoops from the courtyard and exhibit similar features of single-family dwellings, but on a more modest scale.

The subject property is an excellent and highly intact example of a two-story bungalow court, as it includes the following characteristic elements of the housing type: a U-shaped configuration; detached two-story bungalows; private entrances; central open space; interior features characteristic of a single-family house; and rectangular interior floor plans. The footprint of the subject property has remained the same since 1926 and retains integrity in its site plan, orientation, and interior configurations. Minor cosmetic changes to the property include alterations
to windows, kitchens, and bathrooms. Despite these alterations, the overall plan is unchanged and the subject property continues to reflect its bungalow court building type.

Overall, the subject property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its significance.

While the applicant argues that the subject property also “is associated with the lives of historic personages important to national, state, city, or local history” for its connection to electrical engineer Peter Mole, staff finds that the property does not meet this criterion. While Mole may be considered an historic personage for his pioneering contributions to the motion picture industry, his association with the property is tenuous.

Peter Mole moved to Los Angeles in 1923. In 1926, while working at Creco, Mole developed a new incandescent lighting technique for filmmaking that manufactured and distributed through his own business, the Mole-Richardson Company. Established in 1927, the company was located at 6310 Santa Monica Boulevard (demolished), where Mole built the first Mole-Richardson light. In 1928, the company moved to a purpose-built building at 941 North Sycamore Avenue (substantially altered, circa 2018), where they continued to operate until 2015. Mole received his first Academy of Motion Picture Arts and Sciences recognition for his contribution to the success of the incandescent illumination fixture in 1928, and he and his company went on to win Academy Awards for technical achievements in 1935, 1939, and 1946. In 1930, Mole moved to Carthay Square, and he later moved to 510 Burnside Avenue, where he resided until his death in 1960. Mole lived at the subject property for only three years, from 1927 until 1930, of his decades-long career and the building does not appear to represent his significant impacts on filmmaking.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”) FINDINGS

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 “consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.”

State of California CEQA Guidelines Article 19, Section 15331, Class 31 “consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.”

The designation of the Sycamore Bungalow Court as an Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code (“LAAC”) will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC. Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of an irreplaceable historic site/open space. The Secretary of the Interior’s Standards for Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.
The City of Los Angeles has determined based on the whole of the administrative record, that substantial evidence supports that the Project is exempt from CEQA pursuant to CEQA Guidelines Section Article 19, Section 15308, Class 8 and Class 31, and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies. The project was found to be exempt based on the following:

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of historic buildings and sites in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Categorical Exemption ENV-2019-7557-CE was prepared on February 14, 2020.
FINDINGS

- The Sycamore Bungalow Court "exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community" for its association with the rapid development of Hollywood and its surrounding areas in the 1920s.

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Categorical Exemption ENV-2019-7557-CE was prepared on February 14, 2020.
**CITY PLANNING CASE:**
DIR-2019-5051-TOC

**ENVIRONMENTAL DOCUMENT:**
ENV-2019-5052-CE

**COUNCIL DISTRICT:**
1 - Cedillo

**PROJECT ADDRESS:**
1047-1053 South Fedora Street

**APPLICANT**

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**APPLICANT'S REPRESENTATIVE**

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<th>NAME</th>
<th>TELEPHONE NUMBER</th>
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<tbody>
<tr>
<td>Jared Lanctot</td>
<td>(213) 261-7158</td>
<td><a href="mailto:jared@ferrierstudio.com">jared@ferrierstudio.com</a></td>
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<tr>
<td>Ferrier Architecture Studio</td>
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**APPELLANT**

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<tr>
<td>Margarita Lopez</td>
<td>(213) 269-4001</td>
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<tr>
<td>Coalition For An Equitable Westlake/MacArthur Park</td>
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**APPELLANT'S REPRESENTATIVE**

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<th>NAME</th>
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<tbody>
<tr>
<td>Claudia Medina</td>
<td>(213) 269-4001</td>
<td><a href="mailto:claudia@cmedinalawoffice.com">claudia@cmedinalawoffice.com</a></td>
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<tr>
<td>Law Office of Claudia Medina</td>
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**PLANNER CONTACT INFORMATION**

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<tr>
<td>Lilian Rubio</td>
<td>(213) 978-1840</td>
<td><a href="mailto:Lilian.rubio@lacity.org">Lilian.rubio@lacity.org</a></td>
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**ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION**

Categorical Exemption (CE)
### FINAL ENTITLEMENTS NOT ADVANCING:

Transit Oriented Communities (TOC)

### ITEMS APPEALED:

CEQA appeal: Categorical Exemption (CE)

### ATTACHMENTS:

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### NOTES / INSTRUCTION(S):

### FISCAL IMPACT STATEMENT:

- Yes  
- No

*If determination states administrative costs are recovered through fees, indicate "Yes".*

### PLANNING COMMISSION:

- City Planning Commission (CPC)
- Cultural Heritage Commission (CHC)
- Central Area Planning Commission
- East LA Area Planning Commission
- Harbor Area Planning Commission
- North Valley Area Planning Commission
- South LA Area Planning Commission
- South Valley Area Planning Commission
- West LA Area Planning Commission
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<td>Raoul Mendoza</td>
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DIRECTOR’S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

March 25, 2020

Applicant/Owner
Joe Englanoff
1047 Fedora LLC
9701 Pico Boulevard, Suite 201A
Los Angeles, CA 90035

Representative
Jared Lanctot
Ferrier Architecture Studio
2404 Wilshire Boulevard, Suite 1D
Los Angeles, CA 90057

Case No. DIR-2019-5051-TOC
CEQA: ENV-2019-5052-CE
Location: 1047-1053 South Fedora Street
Council District: 1 – Cedillo
Neighborhood Council: Pico Union
Community Plan Area: Wilshire
Land Use Designation: High Medium Residential
Zone: R4-1
Legal Description: Lots 11 and 12, Block 20, Tract Electric Railway Homestead Association

Last Day to File an Appeal: April 9, 2020

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22-A,31, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

1. **Determine** based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve with Conditions** a sixty-six (66) percent increase in density and a fifty (50) percent increase in Floor Area Ratio (FAR) resulting in a 4.5:1 FAR, consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 3 project totaling 50 dwelling units, reserving five (5) units as affordable housing units for Extremely Low Income Household occupancy for a period of 55 years:

   a. **Setbacks (Front and Side Yards).**
i. **Front Yard.** A reduction in required front yard to correspond to no more than the average of the front yards of adjoining buildings along the same street frontage, allowing the provision of 8.45-foot front yard setback in lieu of the front setback allowed in the R4-1 Zone; and

ii. **Side Yards.** A 30 percent reduction in required side yard setbacks, allowing the provision of 6-foot 3.6-inch side yard setbacks in lieu of the side yard setbacks allowed in the R4-1 Zone.

b. **Setbacks (Rear Yard).** A 30 percent reduction in required rear yard setback, allowing the provision of 12-foot 7.2-inch rear yard setback in lieu of the rear yard setback allowed in the R4-1 Zone.

c. **Open Space.** A maximum 25 percent reduction in required open space.

3. **Adopt** the attached Findings.

The approval is subject to the following terms and conditions:

**CONDITIONS OF APPROVAL**

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22-A.31 the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,” and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.

2. **Base Incentives.**

a. **Residential Density.** The project shall be limited to a maximum density of 50 units, including on-site Restricted Affordable Units, equal to a maximum density increase of 66%.

b. **Floor Area Ratio (FAR).** The project is permitted to have an FAR of 4.5:1 in the R4-1 Zone, consistent with the Transit Oriented Communities Guidelines.

c. **Parking.**

i. **Automotive Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A.31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit.

ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A.16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A.16. The additional
options to further reduce automobile parking through bicycle parking replacement in LAMC 12.21-A.4 shall not apply.

iii. **Rounding.** If a total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number.

iv. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

3. **Additional Incentives.**

   a. **Setbacks (Front, Side, and Rear Yards).**
      
      i. **Front Yard.** 8.45-foot front yard shall be permitted in lieu of the minimum 15 feet otherwise required in the R4-1 Zone;

      ii. **Side Yards.** 6-foot 3.6-inch side yards shall be permitted in lieu of the minimum 9 feet otherwise required in the R4-1 Zone; and

      iii. **Rear Yard.** 12-foot 7.2-inch rear yard shall be permitted in lieu of the minimum 18 feet otherwise required in the R4-1 Zone.

   b. **Open Space.** The project shall be permitted a maximum reduction of 25 percent in the required amount of open space.

4. **Affordable Units.** Pursuant to Section IV.1.d of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the applicant shall provide a minimum of 10% of the total number of units to be reserved for Extremely Low Income households (ELI) as defined by Section 50106 of the California Health and Safety Code.

5. **Changes in On-site Restricted Units.** Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A.31 and the project’s AB 2556 Determination, dated March 10, 2020.

6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make 10% of the project’s total proposed residential density available to Extremely Low Income Households for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A.31, to the satisfaction of HCIDLA, and in consideration of the project’s AB 2556 Determination, dated March 10, 2020. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
Design Conformance Conditions

7. Maintenance. The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
   a. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

8. Landscaping. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.
   a. Landscaping shall be installed with drought tolerant, native landscaping. Mediterranean and other local climate-friendly plants may be used alongside native species.

9. Building Orientation. The project’s street frontage entrances shall be constructed with a porch, stoop, and/or canopy so as to orient housing towards the street and promote active and interesting neighborhood streetscapes.

10. Building Materials. The proposed structure’s building façades shall include at least three (3) different materials to be in substantial compliance with Exhibit A.

11. Mechanical Equipment. All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping or a green wall on all exposed sides.

12. Trash. All trash collection and storage areas shall be located on-site and not visible from the public-right-of-way.
   a. Trash receptacles shall be enclosed and/or covered at all times.
   b. Trash/recycling containers shall be locked when not in use.

13. Lighting. Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

Administrative Conditions

14. Final Plans. Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
15. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

16. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

17. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

18. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

19. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the undergrounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

20. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

21. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

22. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

23. **Indemnification and Reimbursement of Litigation Costs.**

   Applicant shall do all of the following:

   (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the
entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

The project site is a rectangular-shaped, slightly-sloping site comprised of two lots all zoned R4-1 and consisting of approximately 11,812.8 square feet (0.27 acre) of net lot area. The subject property is fronting on the west side of Fedora Street and is currently vacant, after having demolished a two-story single-family dwelling and one-story single-family dwelling in 2017.

The project involves the construction, use, and maintenance of a residential building with a total of 50 units (including five units set aside for Extremely Low Income Households) and a total floor area of approximately 36,309.6 square feet for an approximate Floor Area Ratio (FAR) of 4.5:1. The building is proposed to be 75 feet (at its highest point), built to six stories plus a mezzanine over the 3rd floor of the building. The measurement of building height excludes roof structures and equipment as defined by Section 12.21.1 of the LAMC. The proposed project will have one level of at-grade parking and one level of subterranean parking containing 36 automobile parking spaces and 49 bicycle stalls. The proposed unit mix consists of 21 studios, 9 one-bedroom units, and 20 two-bedroom units.

The building provides common open space areas with a large landscaped courtyard on the third floor and roof top. The third floor of the building also has a total of 11 units that include a mezzanine level.

Zoning:

The project site is located within the Wilshire Community Plan Area. The adopted Wilshire Community Plan designates the project site for High Medium Residential land use with corresponding zone of R4-1.

Surrounding Properties:

The subject site located along Fedora Street. The land use and zoning surrounding the subject site reflects a mix of single-family, multi-family, school, and commercial uses (zoned R4-1, R3-1, C2-1, and [Q]C2-1). To the north of the property, are multi-family residential, commercial, and school buildings. Adjoining the property to the south is zoned R4-1 and is developed with an apartment building. Further to the south, across 11th Street, is zoned R3-1 and developed with apartment buildings and single-family dwellings. Adjoining the property to the west, is zoned R4-1 and is developed with the Ten 38 Lofts and other multi-family buildings. Properties to the east and across Fedora Street are zoned R4-1 and are developed with single-family dwellings.

Streets:

Fedora Street, to the east of the project site, is a Local Street – Standard, dedicated to a right-of-way width of 60 feet along the project’s frontage, and improved with asphalt roadway and concrete curb, gutter, and sidewalk.

Improvements and/or Dedication:

Public improvements and/or dedication requirements are determined by the Bureau of Engineering, Department of Public Works. Per Los Angeles Municipal Code Section 91.109.3, a Certificate of Occupancy will not be cleared by the City Engineer until the public improvements and/or dedications are completed, and all the required fees are paid.
Transit Oriented Communities (TOC) Guidelines, Tier 3 Eligibility:

On September 22, 2017, the Transit Oriented Communities (TOC) Guidelines became effective. On February 26, 2018 the TOC guidelines were amended with Technical Clarifications. The TOC Guidelines establish a tier-based system with varying development bonuses and incentives based on a project’s distance from different types of transit. The subject property is located within 2,640 feet of a Major Transit Stop. The project site is located on Fedora Street and served by the Metro Rapid Bus 728 and Metro Route 206.

The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. Per Section IV of the Transit Oriented Communities Guidelines, Tier 3 projects are eligible for the Base Incentives as well as up to three Additional Incentives if the project reserves at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development. The project will set aside 11% of the base units for Extremely Low Income Households and is therefore eligible for three Additional Incentives.

The project involves a Transit Oriented Communities Request to permit 30 base units and 20 additional units through the Transit Oriented Communities Program, for a total of 50 units. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70%, (2) increase the maximum allowable Floor Area Ratio (FAR) by 50%, and (3) provide a maximum of 0.5 parking spaces per unit. The project is requesting three Additional Incentives as follows: (1) a reduction in required front yard to correspond to no more than the average of the front yards of adjoining buildings along the same street frontage along with a 30 percent reduction in the required side yard setbacks; (2) a 30 percent reduction in required rear yard setback; and (3) up to a 25% decrease in required open space.

Density Allowed By-Right

As previously mentioned, the project site is within the R4-1 Zone, which allows for the following base density:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Lot Size (Lot Size Area)</th>
<th>Minimum Area per Dwelling Unit</th>
<th>Base Density Allowed (Lot Size/Minimum Area per Dwelling Unit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R4-1</td>
<td>11,812.8 square feet</td>
<td>400 square feet</td>
<td>29.532 units (30 units)</td>
</tr>
</tbody>
</table>

Total Base Density: 30 units (rounded up)

Table 1. The base density allowed for the proposed project is 30 units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to three (3) Additional Incentives.

Density Allowed with Increase

By setting aside 10% of the project’s total number of units for Extremely Low Income Households, the project is eligible for a 70% density increase for a maximum density of 51 units. The following table shows the computation:
Table 2 - The total (maximum) density allowed for the proposed project is 51 units.

In this case, the applicant is proposing a density of 50 residential units, which is below the maximum allowable density permitted through the TOC Guidelines in exchange for providing the on-site restricted affordable units. As such, the applicant is proposing a 66 percent density increase per the TOC Guidelines.

In accordance with TOC guidelines, the project qualifies for Tier 3 Base Incentives for setting aside at least ten percent (10%) of the total project units (50 units x 0.10 = 5 units – rounded up) for Extremely Low Income Households. Additionally, in accordance with TOC regulations of LAMC Section 12.22-A.31, the project qualifies for up to three (3) Additional Incentives for setting aside at least eleven percent (11%) of the base density (30 units x 0.11 = 3.3 = 4 units – rounded up) for Extremely Low Income Households. The following table shows the computation:

<table>
<thead>
<tr>
<th>Total Project Units</th>
<th>Qualification for Tier 3 Base Incentives (set aside 10% of the total number of units in the final project for Extremely Low Income Households)</th>
<th>Qualification for Three (3) Additional Incentives (set aside 11% of Base Density Allowed for Extremely Low Income Households)</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 units</td>
<td>50 x 0.10 = 5 units (rounded up)</td>
<td>30 x 0.11 = 3.3 = 4 units (rounded up)</td>
</tr>
</tbody>
</table>

Table 3 - In order to qualify for Tier 3 Base Incentives, the project must set aside eight units in the final project for Extremely Low Income Households. Additionally, in order to qualify for up to three (3) additional incentives, the project must set aside five units for Extremely Low Income Households.

The applicant is proposing 11% of the base density allowed for Extremely Low Income Households, thereby qualifying the project for three (3) Additional Incentives. The applicant is requesting three Additional Incentives and reserving five (5) units for Extremely Low Income Households. The three Additional Incentives requested are as follows: (1) a reduction in required front yard to correspond to no more than the average of the front yards of adjoining buildings along the same street frontage along with a 30 percent reduction in the required side yard setbacks; (2) a 30 percent reduction in required rear yard setback; and (3) up to a 25% decrease in required open space.

HOUSING REPLACEMENT (AB 2556 DETERMINATION)

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California’s Density Bonus Law (Government Code Section 65915). AB 2556 requires applicants of Density Bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.
Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 10, 2020, the property is currently vacant land and the Rent Stabilization Ordinance (RSO) unit confirmed that there were two (2) units subject to the RSO prior to the Notice of Intent to Withdraw submitted on June 20, 2017, therefore, the number of affordable replacement units required is two (2), one (1) Extremely Low Income unit and one (1) Very Low Income Unit. However, the project is setting aside five (5) units for restricted affordable housing for Extremely Low Income Households, which may count toward this requirement and therefore the project exceeds the requirements pursuant to AB 2556. This is reflected in the Conditions of Approval. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Project Background section of this determination for additional information.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. **On-Site Restricted Affordable Units.** In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.
   
   a. Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.
   
   b. Tier 2 - 9% ELI, 12% VL or 21% Lower.
   
   c. Tier 3 - 10% ELI, 14% VL or 23% Lower.
   
   d. Tier 4 - 11% ELI, 15% VL or 25% Lower.

   The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed residential development, the project is required to reserve 5 on-site dwelling units for Extremely Low Income Households, which equates to 10 percent of the 50 dwelling units proposed as part of the Housing Development. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.

   The subject property is located within 2,640 feet of a Major Transit Stop. The project site is located on Fedora Street and served by the Metro Rapid Bus 728 and Metro Route 206. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance
of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 10, 2020, the property is currently vacant land and the Rent Stabilization Ordinance (RSO) unit confirmed that there were two (2) units subject to the RSO prior to the Notice of Intent to Withdraw submitted on June 20, 2017, therefore, the number of affordable replacement units required is two (2), one (1) Extremely Low Income unit and one (1) Very Low Income Unit. However, the project is setting aside five (5) units for restricted affordable housing for Extremely Low Income Households, which may count toward this requirement and therefore the project exceeds the requirements pursuant to AB 2556. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.

The residential project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), or overlay district. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).

   a. One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.

   b. Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.
c. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.

The project is seeking three Additional Incentives for reduction in all setbacks and open space in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside five (5) units for Extremely Low Income Households, which equates to more than 11 percent of the 30 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirement for Base and Additional Incentives.

6. Projects Adhering to Labor Standards. Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).

The project is not seeking two additional incentives beyond the three permitted in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside five (5) units for Extremely Low Income Households, which equates to more than 11 percent of the 30 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11; this eligibility requirement does not apply.

7. Multiple Lots. A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.

The proposed development will be located on two lots, which are both located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area. As such, the project is requesting the TOC Incentives that correspond to Tier 3.

8. Request for a Lower Tier. Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.

The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

9. 100% Affordable Housing Projects. Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager’s unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.

The project does not consist of 100% On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. Design Conformance. Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to
construct the building with the residential density permitted by Section VI.

The project seeks three Additional Incentives and therefore has been conditioned to conform to the Citywide Design Guidelines, including, but not limited to maintaining the site attractive at all times (free of trash, debris, and graffiti), providing sufficient landscaping on site, ensuring the building orientation is clear with a prominent street frontage entrance, providing a minimum of three different materials on the building façade, screening off all mechanical equipment and transformers, and the provision of outdoor lighting with shielding such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
/ AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22-A,31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22-A,25(g).

1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:
   a. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

   The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for extremely low, very low, and lower income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

   The list of Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include relief mechanisms that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

   Additional Incentives:

   **Yards.** The requested yard incentives, which includes a reduction in required front, sides, and rear yards, allowing the provision of 8.45-foot front yard setback, 6-foot, 3.6-inch side yard setbacks, and 12-foot, 7.2-inch rear yard setback in lieu of the setbacks allowed in the R4-1 Zone, are expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. The Menu of Incentives in the Transit Oriented Communities Guidelines permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive regarding the front yard allows for the front yard reduction to be paired with one other individual yard reduction, which would require the use of only one incentive. Therefore, the incentive for the reduction of
the front yard and side yards are requested as the first incentive, while the request for the reduction of the rear yard is requested as a second incentive. The two requested incentives for reduced yards allows the project to increase the overall space dedicated to residential use, thereby allowing for the provision of affordable residential units. The proposed building is located within a lot zoned R4-1. The R4 Zone requires the following yards for a six-story residential building with a mezzanine: 15-foot front yard, a 9-foot side yards, and 18-foot rear yard. The site has a front yard along the east property line facing Fedora Street, two side yards along the north and south property lines, and a rear yard along the west property line. The applicant proposes to utilize the setback reductions indicated within the Menu of Incentives in the Transit Oriented Communities Guidelines. The reduced yards allows for more floor area to provide additional units. These incentives support the applicant’s decision to reserve five units (5) as affordable housing units reserved for Extremely Low Income Households.

**Open Space.** The requested open space incentive, allowing a 25 percent reduction of the open space requirements, are expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, the proposed project is required a minimum of 5,500 square feet for open space, however, the project will be utilizing the open space incentive to reduce the minimum open space requirement to 4,125 square feet. The applicant is proposing to provide 4,125 square-feet of open space. Therefore, the project complies with the open space requirements per the TOC program. The reduction in open space by 25 percent allows the inclusion of affordable housing while still providing usable open space as intended by the code. The requested incentive allows the developer to reduce open space requirements so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. This additional incentive supports the applicant’s decision to reserve five (5) units as affordable housing units reserved for Extremely Low Income Households.

b. **The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no evidence that the proposed incentive will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project is not located on a substandard street in a Hillside area, a Special Grading Area, a Very High Fire Hazard Severity Zone, or any other special hazard area. The project is required to comply with all other pertinent regulations.
including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.

3. It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document prepared by Department of City Planning dated August 1, 2019 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018 with Technical Clarifications, establish a tier-based system with varying development bonuses and incentives based on a project’s distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director’s Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within three years after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.
The applicant’s attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): “It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment.”

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after April 9, 2020 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street, 4th Floor
Los Angeles, CA 90012

Marvin Braude San Fernando Valley Constituent Service Center
6262 Van Nuys Boulevard, Suite 251

West Los Angeles Development Services Center
1828 Sawtelle Boulevard, 2nd Floor
Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal this Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits, increase in FAR, and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Sections 12.22 A.25 and 12.22 A.31 of the LAMC, appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by: 

for

Reviewed by:

Nicholas Hendricks, Senior City Planner

Courtney Shum, City Planner

Prepared by:

Lilian Rubio, City Planning Associate
Lilian.Rubio@lacity.org

Attachments:
Exhibit A: Architectural Plans
NOTICE OF EXEMPTION

(CITY OF LOS ANGELES)
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

COUNTY CLERK’S USE

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2019-5051-TOC (Transit Oriented Communities Affordable Housing Incentive Program)

LEAD CITY AGENCY
City of Los Angeles (Department of City Planning)

PROJECT TITLE
Fedora Multi-Family Residential Project

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
1047-1053 South Fedora Street □ Map attached.

PROJECT DESCRIPTION:
A project consisting of a 50-unit, 6-story, multi-family residential building with 36 parking spaces within a ground level and subterrenean level. Approximately 3,600 cubic yards of soil and debris are proposed to be exported.

NAME OF APPLICANT / OWNER:
Joe Englanoff, 1047 Fedora LLC

CONTACT PERSON (If different from Applicant/Owner above)
Jared Lanctot, Ferrier Architecture Studio

(AREA CODE) TELEPHONE NUMBER | EXT.
213-261-7158

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

□ STATUTORY EXEMPTION(S)
Public Resources Code Section(s)

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)
CEQA Guideline Section(s) / Class(es) Section 15332/Class 32

□ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

JUSTIFICATION FOR PROJECT EXEMPTION:
In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:
CITY STAFF NAME AND SIGNATURE
Lilian Rubio
STAFF TITLE
City Planning Associate

ENTITLEMENTS APPROVED
Transit Oriented Communities Affordable Housing Incentive Program

FEE: RECEIPT NO. 0104083307
REC'D. BY (DCP DSC STAFF NAME) Anna Vidal

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019
March 24, 2020

Joe Englanoff (A) (O)
1047 Fedora LLC
9701 Pico Boulevard, Suite 201A
Los Angeles, CA 90035

Jared Lanctot (R)
Ferrier Architecture Studio
2404 Wilshire Boulevard, Suite 1D
Los Angeles, CA 90057

RE: Case No. DIR-2019-5051-TOC
Address: 1047-1053 South Fedora Street
Planning Area: Wilshire
Zone : R4-1
D. M. : 129B197
C. D. : 1 - Cedillo
CEQA : ENV-2019-5052-CE

RE: ENV-2019-5052-CE (Categorical Exemption - Class 32)

The requested entitlement is for the construction of a new 50-unit apartment building on two contiguous lots, under the Transit Oriented Communities (TOC) Affordable Housing Incentive program. Pursuant to the TOC Guidelines, the applicant is proposing to utilize Base Incentives for density, floor area ratio (FAR), and parking and three Additional Incentives for (1) prevailing setback for front yard and 30% reduction in side yard setbacks; (2) 30% reduction in rear yard setbacks; and (3) 25% decrease in required open space. The building is proposed to be 75 feet (at its highest point), built to six stories plus a mezzanine over the 3rd floor of the building. Of the 50 units proposed, 21 will be studio units, 9 will be one-bedroom units, and 20 will be two-bedroom units. Five of the units will be set aside as Extremely Low Income (ELI) units. The project proposes a one level of at-grade parking and one level of subterranean parking containing 36 automobile parking spaces and 49 bicycle stalls.

The project site is a level, rectangular-shaped, interior parcel measuring approximately 11,812.8 square feet (0.27 acre). In 2017, two single-family dwellings were demolished from the site. Therefore, the site is vacant and fronts on the west side of Fedora Street for approximately 90 feet. Approximately 3,600 cubic yards of soil and debris will be exported. The subject property does not contain any of the protected tree species per Los Angeles City ordinance, including five listed species and all species of oak trees. There are no existing street trees in the public right-of-way adjoining the subject property. There are 13 required trees of which 13 are proposed on the site. The removal, replacement, or addition or any tree is subject to the Bureau of Street Services, Urban Forestry Division.
The subject site located along Fedora Street. The land use and zoning surrounding the subject site reflects a mix of single-family, multi-family, school, and commercial uses (zoned R4-1, R3-1, C2-1, and [Q]C2-1). To the north of the property, are multi-family residential, commercial, and school buildings. Adjoining the property to the south is zoned R4-1 and it is developed with an apartment building. Further to the south, across 11th Street, is zoned R3-1 and is developed with apartment buildings and single-family dwellings. Adjoining the property to the west, it is zoned R4-1 and it is developed with the Ten 38 Lofts and other multi-family buildings. Properties to the east and across Fedora Street are zoned R4-1 and are developed with single-family dwellings.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption since it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

As a residential building developed on an infill site, this Project qualifies for the Class 15332 Categorical Exemption. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

(a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:**

The project site is located within the adopted Wilshire Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Highway Oriented Commercial, with corresponding zone of R4. The subject property is zoned R4-1, and is thus consistent with the existing land use designation. The project adheres to all of the prescribed conditions of this ordinance. The project site is not within the boundaries of any other specific plan or interim control ordinance.

The project proposes the construction of a new six-story residential building with a maximum of 75 feet in height and with 50 residential units. The subject property is in a designated Tier 3 TOC area; through Base Incentives, the TOC Guidelines allow for Tier
3 properties up to a 70 percent increase in density, up to a 50% increase in FAR, and a reduction in parking requirements in exchange for providing a certain percentage of affordable housing units. The project utilizes and meets the requirements of these Base Incentives. Additionally, the applicant is requesting three Additional Incentives: (1) a reduction in required front yard to correspond to no more than the average of the front yards of adjoining buildings along the same street frontage along with a 30 percent reduction in the required side yard setbacks; (2) a 30 percent reduction in required rear yard setback; and (3) up to a 25% decrease in required open space. Based on the designated TOC Tier and percentage of affordable units, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 11,812.8 square feet of total lot area (approximately 0.27 acre). The site is in a built-up and previously developed area. The land use and zoning surrounding the subject site reflects a mix of single-family, multi-family, school, and commercial uses (zoned R4-1, R3-1, C2-1, and [Q]C2-1). Therefore, the project will occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in an urbanized area within the Wilshire Community Plan area. The project site is in an established neighborhood that has long been developed with urban residential uses and structures. There are no protected trees on the site or on the project's public right-of-way, therefore the project site is unlikely to provide any valuable habitat. The addition of any street tree is subject to the review from the Bureau of Street Services, Urban Forestry Division. Additionally, the project site does not include any riparian areas or other sensitive plant communities, and it does not have substantive value as a habitat for endangered, rare, or threatened species. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

Traffic. In regards to traffic, a significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The project site is approximately 0.27 acres and is vacant. The project involves the construction, use, and maintenance of a new six-story residential building with mezzanine, one level of at grade parking, and one level of subterranean parking.
The project would generate a net increase of approximately 177 net new trips per day at area intersections. The Los Angeles Department of Transportation (LADOT) issued a referral form dated May 1, 2015 of which analyzed 40 proposed units and indicated that no transportation assessment is required. On August 22, 2019, LADOT issued a communication to the project applicant indicating that Vehicle Miles Traveled (VMT) Calculator was used to review the proposed 50 unit project as that it’s expected to generate 177 daily trips and confirming that the proposed project does not require a Traffic Assessment. Based on Los Angeles Department of Transportation’s (LADOT) traffic impact criteria, the proposed development would not impose a significant level of impact. The project’s transit impacts on the public transit system were analyzed based on existing available transit capacity and using the VMT Calculator and were determined to be less than significant.

**Noise.** In regards to noise, Pomeroy Environmental Services (PES) prepared a Noise Analysis for the project on August 2019. The purpose of the study is to analyze the project’s noise impacts related to both temporary construction activity and long-term operation of the project. Developments within the vicinity consist primarily of multi-family dwellings and commercial uses. The nearest sensitive receptors to the project site are the adjacent multi-family residential uses to the north, south, east, and west of the project site, a school located 95 feet north of the project site, and a hospital located 200 feet north of the project site.

In August 2019, PES took short-term noise measurements near the project site to determine the ambient noise conditions of the neighborhood near sensitive receptors. Noise levels are consistent with General Plan Noise Element guidelines for residential neighborhoods but are influenced by vehicle traffic on local streets or nearby arterials.

Additionally, the project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Noise Analysis prepared by PES and attached to the subject environmental case file, as the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. Any noise arising from the construction of the project would be temporary in nature, would cease upon project completion, and are less than significant. Compliance with the applicable City ordinances and regulations will further limit the impacts of temporary construction noise.

The project will not generate permanent significant operational noise impacts. Thus, the project will not result in any significant permanent effects relating to noise.

**Air Quality.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources.
SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will result in a net increase of 50 residential units and will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Furthermore, as a residential development with 50 residential units, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project’s impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the Air Quality Analysis completed for the project by PES on August 2019 and attached to the subject environmental case file, the levels of emissions from the project are all projected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines (the report provides the full analysis and the CalEEMod output report dated August 20, 2019 and attached to the subject environmental case file provides the air quality modeling results). Potential impacts related to air quality from such a project will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

**Water Quality.** The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and heavily developed residential neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City’s stormwater
management provisions per LAMC 64.70. The project will be subject to Regulatory Compliance Measures and Best Management Practices, which will ensure that stormwater runoff meets the established water quality standards and waste discharge requirements and that the project does not have any significant impacts on water quality. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

Moreover, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB), 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded, or 3) increase surface water runoff, resulting in the need for expanded off site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements. Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure. Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City’s storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

The site can be adequately served by all required utilities and public services:

The site is currently developed with residential uses in a highly urbanized area served by existing public utilities and services. The site is currently and adequately served by the City’s Department of Water and Power, the City’s Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD’s Central Bureau, Rampart Division and the Central Bureau Fire Department. These utilities and public services have continuously served the neighborhood for several decades.

The project consists of the new construction of a residential building with 50 apartment units. As the project is located in a central, established, and relatively dense area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance
Measures (RCMs) that apply. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in “CEQA Guidelines” Section 15300.2 and determined that none of the exceptions apply to the proposed project.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats.

Moreover, based on a review of the data reported on the Department of City Planning’s ZIMAS for the subject property, the site is not located within an Airport Hazard Area, Coastal Zone, Farmland Area, Flood Area, High Wind Velocity Area, Oil Well Area, Liquefaction Zone, Landslide Zone, Very High Fire Hazard Severity Zone, Methane Hazard Site, or Preliminary Fault Rupture Study Area. According to ZIMAS, the project site is not located within the Alquist-Priolo Fault Zone but indicates that the site is located within 0.14 km from the nearest known fault (Puente Hills Blind Thrust). As such, exception (a) does not apply.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the proposed project. The project involves the construction of a residential building with 50 residential units in an area previously developed and surrounded by residential and commercial uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated, and thus will not result in a cumulative impact. Further, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, exception (b) does not apply.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
The project proposes to construct a new, residential use development with 50 units in an area zoned and designated for residential uses and with land use entitlement requests for such development. Properties in the vicinity are developed with multi-family, commercial, and school structures. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

Based on a review of the California Scenic Highway Mapping System (http://www.dot.ca.gov/hq/LandArch/16_livability/ scenic_highways/), subject site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Based on a review of the California Department of Toxic Substances Control "Envirostor Database" (http://www.envirostor.dtsc.ca.gov/public/), no known hazardous waste sites are located on the project site. In addition, there is no evidence of historic or current use, or disposal of hazardous or toxic materials at this location. The project is not listed on any hazardous materials list identified in California Government Code Section 65962.5. Based on this, the project will not result in a significant effect due to hazardous waste.

Additionally, the project site is not located within Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. There are also no oil wells, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site is located within Wilshire Community Plan. SurveyLA conducted a Historic Resources Survey Report for the Wilshire Community Plan Area that identified potential historic residential and commercial properties. The project site is vacant therefore there are no Historic Resources present on site.
Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CONCLUSION

The proposed project involves the construction of a new six story plus mezzanine, 75 feet (at its highest point) residential building with 50 residential units on two lots encompassing approximately 11,812.8 square feet of lot area. The project is consistent with the surrounding developments (which primarily consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services. Thus, in conjunction with RCMs and compliance with other applicable regulations, the project will not result in a significant impact.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.
Hi Jared,

I realize now that the project is proposing 50 units, whereas the 2015 project proposed 40 units. The way we calculate the trips generated by the project is also different from back in 2015. We use a VMT Calculator now. Using the VMT Calculator, the project with 50 units is expected to generate 177 daily trips. This project with 50 units would not require a Traffic Assessment.

[Quoted text hidden]

---

Hi Jared,

I realize now that the project is proposing 50 units, whereas the 2015 project proposed 40 units. The way we calculate the trips generated by the project is also different from back in 2015. We use a VMT Calculator now. Using the VMT Calculator, the project with 50 units is expected to generate 177 daily trips. This project with 50 units would not require a Traffic Assessment.

[Quoted text hidden]
NOTE: Submit this form to the Department of Transportation (DOT) for their review and analysis of traffic, access and circulation of the proposed project. The referral form is a required attachment to any application, except Tract Map or Parcel Map applications, that includes one of the following (please check the box for the application the referral form is intended for):

- ☐ A project that requires Site Plan Review (unless the Traffic Study or Technical Memorandum process with DOT has already begun)
- ☑ A project with new floor area or a change of use that requires the filing of an Environmental Assessment Form (EAF), this referral form replaces the previously used Initial Study Assessment Form (ISAF) (unless the Traffic Study or Technical Memorandum process with DOT has already begun)
- ☐ A project with new floor area and frontage along a Major or Secondary Highway
- ☐ A project that proposes bicycle parking in the public right-of-way
- ☐ A project in a Transportation Specific Plan area:
  - ☐ Central City West Specific Plan (Downtown Planning Office)
  - ☐ Coastal Transportation Corridor Specific Plan (West LA Planning Office)
  - ☐ Glencoe/Maxella Specific Plan (West LA Planning Office)
  - ☐ Warner Center Specific Plan (Valley Planning Office)
  - ☐ West Los Angeles Transportation Improvement and Mitigation Specific Plan (West LA Planning Office)
  - ☐ Venice Coastal Zone Specific Plan (West LA Planning Office)
  - ☐ Ventura-Cahuenga Boulevard Corridor Specific Plan (Valley Planning Office)
- ☐ All new school projects: by-right projects and not by-right projects (except not required for tenant improvement’s with no additional floor area or change of use). Four months prior to opening the new school, the applicant should contact the appropriate DOT District Office to coordinate the installation of any necessary traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones. The DOT District Office, in consultation with the school, shall determine what signs, pavement markings, parking restrictions and loading zones, if any, should be installed by the applicant prior to the school’s opening.

This form can also determine whether a change of use meets the definition of a Development Project as per LAMC Section 16.05 C1 (c) and (d).

Pursuant to LAMC Section 19.15, a review fee payable to DOT may be required to process this form. The applicant should contact the appropriate DOT Development Services Office to arrange payment.

DOT’s Traffic Study Policies and Procedures can be found on ladot.lacity.org, under “B-PERMIT & TRAFFIC STUDIES”.

RELATED CODE SECTION/ORDINANCE: LAMC Section 16.05; various ordinances
SPECIALIZED REQUIREMENTS: When submitting this referral form to DOT, include the documents listed below (unless the form is being used to determine whether a change of use meets the definition of a Development Project as per LAMC Section 16.05 C1 (c) and (d)).

- Copy of completed Master Land Use Permit Application
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation
- If filing for purposes of Site Plan Review, a copy of the completed Site Plan Review Supplemental Application

DEPARTMENT OF TRANSPORTATION DEVELOPMENT SERVICES DIVISION OFFICES

Downtown Planning Office
- 213-972-8482
- 100 S Main St, 9th Floor
- Los Angeles, CA 90012

West Los Angeles Planning Office
- 213-485-1062
- 7166 W Manchester Blvd
- Los Angeles, CA 90045

Valley Planning Office
- 818-374-4699
- 6262 Van Nuys Blvd, 3rd Floor
- Van Nuys, CA 91401

Project Name: 1047-1053 S Fedora Street

Project Address: 1047-1053 S Fedora Street

Project Description: Removal of an existing single family house and 3 unit apartment to construct a 40 unit apartment building

Applicant Name: Mr David Jee-Man Park, JEB Mngmt./JDev LLC

Applicant E-mail: david@jdevelopmentllc.com

Applicant Phone: (310) 295-8764

TO BE COMPLETED BY DOT STAFF ONLY

TRIP GENERATION CALCULATION

<table>
<thead>
<tr>
<th>Uses (list each use)</th>
<th>Project (square feet or dwelling units)</th>
<th>Land Use ADT (trip generate rate)</th>
<th>Subtotal ADT (number of trips)</th>
<th>Total ADT (number of trips)</th>
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<tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed</td>
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<td></td>
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Net Increase / Decrease (+ or -)
### TRIP GENERATION CALCULATION

<table>
<thead>
<tr>
<th>Uses (list each use)</th>
<th>Project (square feet or dwelling units)</th>
<th>Land Use ADT (trip generate rate)</th>
<th>Subtotal ADT (number of trips)</th>
<th>Total ADT (number of trips)</th>
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<td></td>
</tr>
<tr>
<td>Single Family</td>
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<td>30</td>
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<td>Apartments</td>
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<td>6.65/Unit</td>
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<td>30</td>
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<tr>
<td><strong>Proposed</strong></td>
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<td></td>
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<tr>
<td>Apartments</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Net Increase / Decrease (+ or -)</strong></td>
<td></td>
<td>236</td>
<td></td>
</tr>
</tbody>
</table>

### POTENTIAL TRANSPORTATION & CIRCULATION IMPACTS

(to be completed only for projects with new floor area or a change of use that requires the filing of an Environmental Assessment Form (EAF))

Pursuant to CEQA Appendix G, part XVI – Transportation/Traffic, would the project:

a) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) result in a change in air traffic patterns...

d) substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) result in inadequate emergency access?

f) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation</th>
<th>Impact</th>
<th>Impact</th>
</tr>
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<tr>
<td>Potentially Significant Impact</td>
<td></td>
<td>Less Than Significant Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>Mitigation Incorporated</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(this is for information purposes only and is not applicable to DOT; it pertains to LAWA)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Peak Hour Trips:  
A.M. : 17  
P.M. : 22

DOT Comments:  
Submit a parking a driveway plan to LADOT's Construction Services Center at 201 N. Figueroa St, Counter No. 3, for review and approval. Check with Bureau of Engineering for any required street improvements.

Traffic Study Required?  
Yes: X

Prepared By:  
(DOT Staff Name Printed)  
Weston Pringle

Signature:  
Weston Pringle

Phone: (213) 972-8482

Date: May 1, 2015
Air Quality & Noise Analyses
Fedora Multi-Family Project
1047 - 1053 S. Fedora Street
Los Angeles, California 90066

Prepared by:
POMEROY ENVIRONMENTAL SERVICES

Contact: Brett Pomeroy
25101 The Old Road, Suite 246
Santa Clarita, California 91381
T: (661) 388-2422
www.pomeroyes.com

August 2019
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1.0 INTRODUCTION

The purpose of this report is to examine the degree to which the Project may result in significant environmental impacts with respect to air quality emissions and noise and vibration. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, and operational emissions of the Project are discussed in this report. The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are discussed herein. Additionally, this report includes an evaluation of potential impacts associated with substantial temporary and permanent increases in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise or groundborne vibration levels; and whether exposure is in excess of standards established in the City. This report can be attached to or kept on file for CEQA documentation.

2.0 PROJECT OVERVIEW

The Project Site is located at 1047 – 1053 S. Fedora Street in the Wilshire Community Plan area of the City. The Project Site is approximately 11,813 square feet (0.27 acres) in size and is currently vacant. See Figure 1, Aerial Photograph of the Project Site. The Project proposes the development of a 6-story, multi-family residential building with 50 units and 36 parking spaces provided at the ground level and one subterranean level. See Figure 2, Project Site Plan. Up to 3,600 cubic yards of soil and debris will be exported. This analysis assumes the Project will be operational in 2021.

The Project Site is located along S. Fedora Street, generally bounded by Fedora Street to the east, Mariposa Avenue to the west, Olympic Boulevard to the north, and 11th Street to the south. The Project Site is zoned R4-1 and has a General Plan Designation of “High Medium Residential.” Developments within the vicinity of the Project Site consist primarily of multi-family residences and commercial uses. The Project is served by Metro Local bus lines 28 and 206, and Metro Rapid bus line 728. Additionally, the Project Site is also located approximately 0.7 mile from the Normandie/Wilshire Rail Station which provides service for the Metro Purple Line and Metro bus lines 206 and 720.
3.0  AIR QUALITY ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; and/or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

a) A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The South Coast Air Quality Management District SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population’s exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted April 7, 2016. The 2016 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by a project to the population projections used in the development of the AQMP. As mentioned above, the Project is located within the Wilshire Community
Plan area. As part of the City’s General Plan, the Wilshire Community Plan (Community Plan) was adopted in 2001 and sets forth goals, objectives, policies, and implementation programs that pertain to the Wilshire area. The Community Plan offers projections for population, housing, and employment for the area up to the year 2010. Since the Project is expected to become operational in 2021 this report analyzes compliance with the AQMP through SCAG’s population estimates in the 2016 RTP/SCS as they are the most current estimates. Projects that are consistent with SCAG’s applicable growth projections would not interfere with air quality attainment because this growth is included in the projections used in the formulation of the 2016 AQMP. As such, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would comply with all SCAQMD rules and regulations that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed SCAQMD rules.

The Project proposes the development of a 6-story, multi-family residential building with 50 units and 36 parking spaces provided at the ground level and one subterranean level. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. SCAG’s 2012 housing estimates for the City are 1,325,500 total housing units and estimates the housing of the City will increase to 1,690,300 housing units by 2040, a 27.5 percent increase. The Project’s addition of 50 housing units would account for 0.01 percent of the total housing unit growth from 2012 to 2040. Thus, the Project’s relatively small increase in housing would not have the potential to conflict with the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in “attainment.” If the pollutant exceeds the standard, the area is classified as a “non-attainment” area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.” Attainment status of the Basin with regard to the national ambient air quality standards (NAAQS) and California

---

ambient air quality standards (CAAQS) are shown in Table 1, Attainment Status for the South Coast Air Basin. As shown, the Basin is in nonattainment for ozone, PM$_{10}$ and PM$_{2.5}$.

Table 1
Attainment Status for the South Coast Air Basin

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>NAAQS</th>
<th>CAAQS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone (1-Hour)</td>
<td>Non-Attainment (Extreme)</td>
<td>Non-Attainment</td>
</tr>
<tr>
<td>Ozone (8-Hour)</td>
<td>Pending – Expect Non-Attainment (Extreme)</td>
<td>Non-Attainment</td>
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<tr>
<td>Carbon Monoxide (1- &amp; 8-hour)</td>
<td>Attainment (Maintenance)</td>
<td>Attainment</td>
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<tr>
<td>Nitrogen Dioxide (1-Hour)</td>
<td>Unclassifiable/Attainment</td>
<td>Attainment</td>
</tr>
<tr>
<td>Nitrogen Dioxide (Annual)</td>
<td>Attainment (Maintenance)</td>
<td>Attainment</td>
</tr>
<tr>
<td>Sulfur Dioxide (1-Hour)</td>
<td>Designations Pending (expect Unclassified/Attainment)</td>
<td>Attainment</td>
</tr>
<tr>
<td>Sulfur Dioxide (24-Hour &amp; Annual)</td>
<td>Unclassified/Attainment</td>
<td>attainment</td>
</tr>
<tr>
<td>PM$_{10}$ (24-Hour)</td>
<td>Attainment (Maintenance)</td>
<td>Non-Attainment</td>
</tr>
<tr>
<td>PM$_{10}$ (Annual)</td>
<td>N/A</td>
<td>Non-Attainment</td>
</tr>
<tr>
<td>PM$_{2.5}$ (24-Hour)</td>
<td>Non-Attainment (Serious)</td>
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<tr>
<td>PM$_{2.5}$ (Annual)</td>
<td>Non-Attainment (Moderate)</td>
<td>Non-Attainment</td>
</tr>
<tr>
<td>Lead</td>
<td>Non-Attainment (Partial)</td>
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</table>


Because the South Coast Air Basin is currently in nonattainment for ozone, PM$_{10}$ and PM$_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project’s potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.²

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin).

The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 2, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

<table>
<thead>
<tr>
<th>Table 2</th>
<th>SCAQMD Thresholds of Significance</th>
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<tbody>
<tr>
<td>Pollutant</td>
<td>Construction Thresholds (lbs/day)</td>
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<tr>
<td>Volatile Organic Compounds (VOC)</td>
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<td>Nitrogen Oxides (NO&lt;sub&gt;x&lt;/sub&gt;)</td>
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<td>Sulfur Oxides (SO&lt;sub&gt;x&lt;/sub&gt;)</td>
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<tr>
<td>Particulate Matter (PM&lt;sub&gt;10&lt;/sub&gt;)</td>
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<tr>
<td>Fine Particulate Matter (PM&lt;sub&gt;2.5&lt;/sub&gt;)</td>
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</table>

Note: lbs = pounds.

**Regional Construction Emissions**

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 12 months, which is a conservative estimate and yields the maximum daily impacts. Construction activities would be undertaken in two main steps: (1) excavation, grading and foundation preparation and (2) building construction. Shoring, excavation and site preparation would occur for approximately one month with an export of up to 3,600 cubic yards of soil. Building construction would occur for approximately 11 months. This phase would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate PM<sub>2.5</sub> and PM<sub>10</sub> emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO<sub>x</sub> emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.2) recommended by the SCAQMD to quantify the estimated daily emissions associated with Project construction. The results are presented in Table 3, Estimated Peak Daily Construction Emissions, which identifies daily emissions that are estimated to occur on peak construction days for each construction phase.
Table 3
Estimated Peak Daily Construction Emissions

<table>
<thead>
<tr>
<th>Emissions Source</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SOx</th>
<th>PM_{10}</th>
<th>PM_{2.5}</th>
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<tbody>
<tr>
<td>Shoring/Excavation/Site Preparation Phase</td>
<td></td>
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</tr>
<tr>
<td>Fugitive Dust</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>0.35</td>
<td>0.19</td>
</tr>
<tr>
<td>Off-Road Diesel Equipment</td>
<td>0.75</td>
<td>7.71</td>
<td>7.27</td>
<td>0.01</td>
<td>0.44</td>
<td>0.40</td>
</tr>
<tr>
<td>On-Road Diesel (Hauling)</td>
<td>0.20</td>
<td>6.35</td>
<td>1.43</td>
<td>0.02</td>
<td>0.38</td>
<td>0.12</td>
</tr>
<tr>
<td>Worker Trips</td>
<td>0.06</td>
<td>0.04</td>
<td>0.44</td>
<td>0.01</td>
<td>0.11</td>
<td>0.03</td>
</tr>
<tr>
<td><strong>Total Emissions</strong></td>
<td>1.01</td>
<td>14.10</td>
<td>9.14</td>
<td>0.04</td>
<td>1.28</td>
<td>0.74</td>
</tr>
<tr>
<td>SCAQMD Thresholds</td>
<td>75.00</td>
<td>100.00</td>
<td>550.00</td>
<td>150.00</td>
<td>150.00</td>
<td>55.00</td>
</tr>
<tr>
<td>Significant Impact?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Building Construction Phase</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Construction Off-Road Diesel Equipment</td>
<td>2.11</td>
<td>14.69</td>
<td>12.96</td>
<td>0.02</td>
<td>0.90</td>
<td>0.86</td>
</tr>
<tr>
<td>Building Construction Vendor Trips</td>
<td>0.03</td>
<td>0.93</td>
<td>0.27</td>
<td>0.01</td>
<td>0.06</td>
<td>0.02</td>
</tr>
<tr>
<td>Building Construction Worker Trips</td>
<td>0.23</td>
<td>0.17</td>
<td>1.86</td>
<td>0.01</td>
<td>0.47</td>
<td>0.13</td>
</tr>
<tr>
<td>Architectural Coatings</td>
<td>20.87</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Architectural Coating Off-Road Diesel Equipment</td>
<td>0.27</td>
<td>1.84</td>
<td>1.84</td>
<td>0.01</td>
<td>0.13</td>
<td>0.13</td>
</tr>
<tr>
<td>Architectural Coatings Worker Trips</td>
<td>0.04</td>
<td>0.03</td>
<td>0.35</td>
<td>0.01</td>
<td>0.09</td>
<td>0.02</td>
</tr>
<tr>
<td><strong>Total Emissions</strong></td>
<td>23.55</td>
<td>17.66</td>
<td>17.28</td>
<td>0.06</td>
<td>1.65</td>
<td>1.16</td>
</tr>
<tr>
<td>SCAQMD Thresholds</td>
<td>75.00</td>
<td>100.00</td>
<td>550.00</td>
<td>150.00</td>
<td>150.00</td>
<td>55.00</td>
</tr>
<tr>
<td>Significant Impact?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this report.

These calculations assume compliance with SCAQMD Rule 1113 – Architectural Coatings and appropriate dust control measures would be implemented as part of the Project during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

As shown in Table 3, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant. Localized air quality emissions are addressed under Question 3(d) below.
Regional Operational Emissions

The Project proposes the development of a 6-story, multi-family residential building with 50 units and 36 parking spaces provided at the ground level and one subterranean level. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod 2016.3.2 recommended by the SCAQMD. The results of these calculations are presented in Table 4, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

### Table 4
**Estimated Daily Operational Emissions**

<table>
<thead>
<tr>
<th>Emissions Source</th>
<th>Emissions in Pounds per Day</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SOx</th>
<th>PM10</th>
<th>PM2.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summertime (Smog Season) Emissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area Sources</td>
<td>1.78</td>
<td>0.79</td>
<td>4.46</td>
<td>&lt;0.01</td>
<td>0.08</td>
<td>0.08</td>
<td></td>
</tr>
<tr>
<td>Energy Demand</td>
<td>0.01</td>
<td>0.12</td>
<td>0.05</td>
<td>&lt;0.01</td>
<td>&lt;0.01</td>
<td>&lt;0.01</td>
<td></td>
</tr>
<tr>
<td>Mobile (Motor Vehicles)</td>
<td>0.65</td>
<td>3.04</td>
<td>8.85</td>
<td>0.03</td>
<td>2.44</td>
<td>0.67</td>
<td></td>
</tr>
<tr>
<td>Total Project Emissions</td>
<td>2.44</td>
<td>3.95</td>
<td>13.36</td>
<td>0.04</td>
<td>2.53</td>
<td>0.76</td>
<td></td>
</tr>
<tr>
<td>SCAQMD Thresholds</td>
<td>55.00</td>
<td>55.00</td>
<td>550.00</td>
<td>150.00</td>
<td>150.00</td>
<td>55.00</td>
<td></td>
</tr>
<tr>
<td>Potentially Significant Impact?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Wintertime (Non-Smog Season) Emissions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area Sources</td>
<td>1.78</td>
<td>0.79</td>
<td>4.46</td>
<td>&lt;0.01</td>
<td>0.08</td>
<td>0.08</td>
<td></td>
</tr>
<tr>
<td>Energy Demand</td>
<td>0.01</td>
<td>0.12</td>
<td>0.05</td>
<td>&lt;0.01</td>
<td>&lt;0.01</td>
<td>&lt;0.01</td>
<td></td>
</tr>
<tr>
<td>Mobile (Motor Vehicles)</td>
<td>0.63</td>
<td>3.12</td>
<td>8.40</td>
<td>0.03</td>
<td>2.44</td>
<td>0.67</td>
<td></td>
</tr>
<tr>
<td>Total Project Emissions</td>
<td>2.42</td>
<td>4.03</td>
<td>12.91</td>
<td>0.03</td>
<td>2.53</td>
<td>0.76</td>
<td></td>
</tr>
<tr>
<td>SCAQMD Thresholds</td>
<td>55.00</td>
<td>55.00</td>
<td>550.00</td>
<td>150.00</td>
<td>150.00</td>
<td>55.00</td>
<td></td>
</tr>
<tr>
<td>Potentially Significant Impact?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Column totals may not add due to rounding from the model results. Calculation sheets provided in Appendix A to this report.*

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAQMD. In addition, as discussed under threshold question a), the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD’s Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.
c) A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The nearest air quality sensitive receptors to the Project Site are:

- adjacent residences to the north;
- adjacent residences to the south;
- adjacent residences to the west;
- residences to the east (60 feet);
- school to the north (95 feet); and
- hotel use to the north (200 feet).

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest receptor distance in the SCAQMD’s mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 0.27 acres in size. Therefore, consistent with SCAQMD recommendations for sites less than one acre in size, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NOx, CO, PM$_{10}$, and PM$_{2.5}$ emissions to the area surrounding the Project Site.

As shown in Table 5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.
Table 5
Localized On-Site Peak Daily Construction Emissions

<table>
<thead>
<tr>
<th>Construction Phase a</th>
<th>Total On-site Emissions (Pounds per Day)</th>
<th>NOx b</th>
<th>CO</th>
<th>PM10</th>
<th>PM2.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoring/ Site Prep</td>
<td>7.71</td>
<td>7.27</td>
<td>0.79</td>
<td>0.59</td>
<td></td>
</tr>
<tr>
<td>SCAQMD Localized</td>
<td>74.00</td>
<td>680.00</td>
<td>5.00</td>
<td>3.00</td>
<td></td>
</tr>
<tr>
<td>Potentially Significant Impact?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Building Construction</td>
<td>16.53</td>
<td>14.80</td>
<td>1.03</td>
<td>0.99</td>
<td></td>
</tr>
<tr>
<td>SCAQMD Localized</td>
<td>74.00</td>
<td>680.00</td>
<td>5.00</td>
<td>3.00</td>
<td></td>
</tr>
<tr>
<td>Potentially Significant Impact?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.

a The Project Site is 0.27 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD’s SRA 1.

b The localized thresholds listed for NOx in this table takes into consideration the gradual conversion of NOx to NO2, and are provided in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NOx emissions is focused on NO2 levels as they are associated with adverse health effects.

Calculation sheets are provided in Appendix A to this report.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based the Project’s size, the Project does not meet the criteria for a full traffic study and would not have the potential to meet the SCAQMD criteria at any of the intersections in the Project vicinity. Thus, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residential uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Moreover, construction activity would not result in long-term substantial sources of diesel particulate matter or other TAC emissions (i.e., 30 or 70 years) and would therefore not have the potential to generate significant
health risks. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

**d)** A project-related significant adverse effect could occur if construction or operation of the proposed Project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residential uses, which are not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As mentioned previously, the Project would be consistent with SCAQMD Rule 1113 – Architectural Coatings. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.
4.0 NOISE ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generate excessive groundborne vibration or groundborne noise levels; or

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels;

a) A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment at the Project Site to fail to comply with noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC). Implementation of the Project would result in an increase in ambient noise levels during both construction and operations, as discussed in detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the Project would require the use of heavy equipment for grading foundation preparation, the installation of utilities, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table 6, Noise Range of Typical Construction Equipment, and Table 7, Estimated Project Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).
The noise levels shown in Table 7 represent composite noise levels associated with the construction activities that will be carried out by the Project, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction in a development such as the Project. As shown in Table 7, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

### Table 6

**Noise Range of Typical Construction Equipment**

<table>
<thead>
<tr>
<th>Construction Equipment</th>
<th>Noise Level in dBA Leq at 50 Feet*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Loader</td>
<td>73-86</td>
</tr>
<tr>
<td>Trucks</td>
<td>82-95</td>
</tr>
<tr>
<td>Cranes (moveable)</td>
<td>75-88</td>
</tr>
<tr>
<td>Cranes (derrick)</td>
<td>86-89</td>
</tr>
<tr>
<td>Vibrator</td>
<td>68-82</td>
</tr>
<tr>
<td>Saws</td>
<td>72-82</td>
</tr>
<tr>
<td>Pneumatic Impact Equipment</td>
<td>83-88</td>
</tr>
<tr>
<td>Jackhammers</td>
<td>81-98</td>
</tr>
<tr>
<td>Pumps</td>
<td>68-72</td>
</tr>
<tr>
<td>Generators</td>
<td>71-83</td>
</tr>
<tr>
<td>Compressors</td>
<td>75-87</td>
</tr>
<tr>
<td>Concrete Mixers</td>
<td>75-88</td>
</tr>
<tr>
<td>Concrete Pumps</td>
<td>81-85</td>
</tr>
<tr>
<td>Back Hoe</td>
<td>73-95</td>
</tr>
<tr>
<td>Tractor</td>
<td>77-98</td>
</tr>
<tr>
<td>Scraper/Grader</td>
<td>80-93</td>
</tr>
<tr>
<td>Paver</td>
<td>85-88</td>
</tr>
</tbody>
</table>

* Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Table 7
Estimated Project Construction Noise Levels

<table>
<thead>
<tr>
<th>Construction Phase</th>
<th>Noise Levels at 50 Feet with Mufflers (dBA $L_{eq}$)</th>
<th>Noise Levels at 60 Feet with Mufflers (dBA $L_{eq}$)</th>
<th>Noise Levels at 100 Feet with Mufflers (dBA $L_{eq}$)</th>
<th>Noise Levels at 200 Feet with Mufflers (dBA $L_{eq}$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Clearing</td>
<td>82</td>
<td>80</td>
<td>76</td>
<td>70</td>
</tr>
<tr>
<td>Excavation, Grading</td>
<td>86</td>
<td>84</td>
<td>80</td>
<td>74</td>
</tr>
<tr>
<td>Foundations</td>
<td>77</td>
<td>75</td>
<td>71</td>
<td>65</td>
</tr>
<tr>
<td>Structural</td>
<td>83</td>
<td>81</td>
<td>77</td>
<td>71</td>
</tr>
<tr>
<td>Finishing</td>
<td>86</td>
<td>84</td>
<td>80</td>
<td>74</td>
</tr>
</tbody>
</table>


To identify the existing ambient noise levels in the general vicinity of the Project Site, a noise measurement was taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1.3 The measured noise level is shown in Table 8, Existing Ambient Daytime Noise Levels. See Figure 1, previously, for the location of the noise measurement and nearest sensitive receptors. The nearest noise sensitive receptors to the Project Site are:

- adjacent residences to the north;
- adjacent residences to the south;
- adjacent residences to the west;
- residences to the east (60 feet);
- school to the north (95 feet); and
- hotel use to the north (200 feet).

Table 8
Existing Ambient Daytime Noise Levels

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Primary Noise Sources</th>
<th>Noise Levels(^a)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>$L_{eq}$</td>
</tr>
<tr>
<td>1</td>
<td>Northeast corner of the Project Site along S. Fedora Street.</td>
<td>Traffic and pedestrian/residential activity.</td>
<td>53.2</td>
</tr>
</tbody>
</table>

\(^a\) Noise measurements were taken on April 2, 2019 at each location for a duration of 15 minutes. See Appendix B to this report for noise data.

Source: Pomeroy Environmental Services, 2019.

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to the previously

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\(^3\) This noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be “Type S2A” standard instruments or better. This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade.
listed noise level above in Table 7. Specifically, based on the data provided in Table 7, construction noise levels at the residences within 50 feet could reach 86 dBA compared to the existing measured noise level of 53.2 dBA for the area. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e. foundation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

Similar to other development projects in the City, the Project would comply with the City’s existing noise regulations to ensure noise impacts would be less than significant. LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, compliance with construction noise standards is achieved if all technically feasible noise reduction measures are implemented. According to the LAMC, technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Although the estimated construction-related noise levels associated with the Project could periodically exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, the Project would implement all technically feasible reduction measures in compliance with the standards set forth in LAMC Section 112.05 (see RCM-1 through RCM-7 below).

Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA. And, with the incorporation of the LAMC-required noise reduction techniques, construction noise levels could be

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4 Los Angeles Municipal Code, Section 41.40.
5 Los Angeles Municipal Code, Section 112.05.
6 Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered “simple” and a reduction of up to 10 dBA as “attainable.” And, reductions of 15 and 20 dBA are considered “very difficult” and “nearly impossible,” respectively.
reduced by up to approximately 20 dBA. As previously stated, construction noise levels could reach up to approximately 86 dBA Leq. However, with the reduction of approximately 20 dBA per code-required noise reduction techniques (see RCM-1 through RCM-7, and footnotes 7 and 8 below), the resulting construction noise levels would be reduced to approximately 66 dBA Leq. These noise levels would not exceed the noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05. With the code-required reduced construction noise of 66 dBA, the construction noise levels would be substantially similar to the existing ambient noise in the heavily urbanized location.

Thus, based on the provisions set forth in LAMC 112.05, implementation of the following regulatory compliance measures would ensure the Project be consistent with, and not violate the provisions of, the LAMC. As such, the Project would comply with the City’s existing noise regulations to ensure construction noise impacts would be less than significant. The noise reduction techniques required by LAMC 41.40 and 112.05 would include the following:

**RCM-1:** The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

**RCM-2:** Construction shall be restricted to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

**RCM-3:** Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

**RCM-4:** Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

**RCM-5:** Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and

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7 Estimate based on information from the United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.
natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

**RCM-6**: Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.), to minimize the amount of noise during construction on the nearby noise-sensitive uses. Perimeter barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.\(^8\)

**RCM-7**: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

**Operational Noise**

A significant impact may occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table 9, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase.

As such, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

\(^8\) Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.
Table 9
Community Noise Exposure

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Normally Acceptable&lt;sup&gt;a&lt;/sup&gt;</th>
<th>Conditionally Acceptable&lt;sup&gt;b&lt;/sup&gt;</th>
<th>Normally Unacceptable&lt;sup&gt;c&lt;/sup&gt;</th>
<th>Clearly Unacceptable&lt;sup&gt;d&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family, Duplex, Mobile Homes</td>
<td>50 - 60</td>
<td>55 - 70</td>
<td>70 - 75</td>
<td>above 75</td>
</tr>
<tr>
<td>Multi-Family Homes</td>
<td>50 - 65</td>
<td>60 - 70</td>
<td>70 - 75</td>
<td>above 75</td>
</tr>
<tr>
<td>Schools, Libraries, Churches, Hospitals, Nursing Homes</td>
<td>50 - 70</td>
<td>60 - 70</td>
<td>70 - 80</td>
<td>above 80</td>
</tr>
<tr>
<td>Transient Lodging – Motels, Hotels</td>
<td>50 - 65</td>
<td>60 - 70</td>
<td>70 - 80</td>
<td>above 75</td>
</tr>
<tr>
<td>Auditoriums, Concert Halls, Amphitheaters</td>
<td>---</td>
<td>50 - 70</td>
<td>---</td>
<td>above 70</td>
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<tr>
<td>Sports Arena, Outdoor Spectator Sports</td>
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<td>50 - 75</td>
<td>---</td>
<td>above 75</td>
</tr>
<tr>
<td>Playgrounds, Neighborhood Parks</td>
<td>50 - 70</td>
<td>---</td>
<td>67 - 75</td>
<td>above 75</td>
</tr>
<tr>
<td>Golf Courses, Riding Stables, Water Recreation, Cemeteries</td>
<td>50 - 75</td>
<td>---</td>
<td>70 - 80</td>
<td>above 80</td>
</tr>
<tr>
<td>Office Buildings, Business and Professional Commercial</td>
<td>50 - 70</td>
<td>67 - 77</td>
<td>above 75</td>
<td>---</td>
</tr>
<tr>
<td>Industrial, Manufacturing, Utilities, Agriculture</td>
<td>50 - 75</td>
<td>70 - 80</td>
<td>above 75</td>
<td>---</td>
</tr>
</tbody>
</table>

<sup>a</sup> Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>b</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

<sup>c</sup> Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

<sup>d</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project would result in traffic that is less than double the existing traffic, then the project’s mobile noise impacts are assumed to be less than significant. Based on the Project’s size, the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.
Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed. The design of this equipment would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Parking Noise

Noise would be generated by activities within the proposed parking garage. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking area would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be less than the existing street parking noise as the Project proposes enclosed parking which would reduce noise impacts to off-site uses. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts associated with the Project’s parking area would be less than significant.

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the Project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Given the existing measured noise level is 53.2 dBA for the vicinity, and the approximate 30 dBA exterior-to-interior noise reduction for new residential construction, it is clear that standard construction methods and materials would achieve interior noise levels at or below 45 dBA. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

b) A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This

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Title 24 Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings requires substantial building insulation and windows which reduces exterior to interior noise transmission.
effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation’s (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:10

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• Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
• Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
• Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
• Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA’s vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses. Table 10, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction.

Table 10
Vibration Source Levels for Construction Equipment

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Approximate PPV (in/sec)</th>
<th>Approximate RMS (VdB)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25 Feet</td>
<td>50 Feet</td>
</tr>
<tr>
<td>Large Bulldozer</td>
<td>0.089</td>
<td>0.031</td>
</tr>
<tr>
<td>Caisson Drilling</td>
<td>0.089</td>
<td>0.031</td>
</tr>
<tr>
<td>Loaded Trucks</td>
<td>0.076</td>
<td>0.027</td>
</tr>
<tr>
<td>Jackhammer</td>
<td>0.035</td>
<td>0.012</td>
</tr>
<tr>
<td>Small Bulldozer</td>
<td>0.003</td>
<td>0.001</td>
</tr>
</tbody>
</table>

Note: in/sec = inches per second
With respect to construction vibration impacts upon existing off-site structures, there are no known structures adjacent to the Project Site that would be considered structurally fragile or susceptible to vibration damages. However, there are residential uses immediately adjacent to the Project Site. According to the FTA,\textsuperscript{11} ground vibration from construction activities do not often reach the levels that can damage structures. Nevertheless, a conservative quantified construction vibration assessment has been included in this analysis. Per the FTA (see above), there are four general building categories: I. Reinforced-concrete, steel or timber (no plaster), II. Engineered concrete and masonry (no plaster), III. Non-engineered timber and masonry buildings, and IV. Buildings extremely susceptible to vibration damage. Conservatively, this analysis assumes the adjacent uses best fit under Category III, Non-engineered timber and masonry building. The FTA identifies a 0.20 PPV (in/sec) construction vibration criteria for Category III. Based on the reference data provided in Table 10, worst-case construction vibration levels at adjacent locations could have the potential to exceed the FTA’s 0.20 PPV (inches per second) construction vibration criteria for Category III. (Non-engineered timber and masonry building). The Project would comply with the City’s existing construction vibration regulations. The Project would implement RCM-8 (below), which would ensure all construction work would be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC. Specifically, Section 91.3307.1 (Protection Required) states adjoining public and private property shall be protected from damage during construction, remodeling and demolition work.\textsuperscript{12} Protection must be provided for footings, foundations, party (i.e., shared) walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities. For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California. Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested.

The Project would implement RCM-8 (incorporating a structure monitoring program), ensuring the Project would comply with all regulatory requirements (i.e., Section 91.3307.1 of the LAMC and Section 832 of the Civil Code of California).

**RCM-8:** All construction work shall be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC and Section 832 of the Civil Code of California. Compliance with these standards will ensure all adjacent property shall be protected from damage during construction and


\textsuperscript{12} *Los Angeles Municipal Code, Section 91.3307.1.*
demolition work. The Project Applicant shall complete a structural monitoring program for the adjacent uses during construction including the following steps and procedures:

- Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the adjacent uses to inspect and document the apparent physical condition of the buildings, including but not limited to the building structure, interior walls, and ceiling finishes. In addition, the structural engineer shall establish baseline structural conditions of the buildings and prepare a shoring design.

- The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the building during construction. The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.17 inch/second (PPV), and a regulatory level of 0.20 inch/second (PPV). The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

- In the event the warning levels above are triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

- In the event the regulatory levels above are triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

- In the event damage occurs to an adjacent use due to construction vibration, such materials shall be repaired and restored to previous condition as feasible.

With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Based on the data provided in Table 10, the adjacent residences could experience vibration levels of 87 VdB. As such, the 80 VdB residential annoyance threshold could be exceeded at these off-site locations during worst-case construction activity. However, it should be noted that vibration levels experienced in the Project vicinity would be temporary and intermittent, and would be reduced when the construction activities are located toward the center of the Project Site. As stated previously, the Project would comply with the City's existing construction LAMC regulations, which would protect adjacent uses from damage. Furthermore, consistent with the requirements of LAMC Section 112.05, construction activities would be compliant with the LAMC standards if all technically feasible noise reduction measures are implemented. The construction noise RCMs listed previously would also serve to reduce construction vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction vibration would be less than significant.
Operational Vibration

The Project involves the construction and operation of residential uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring on-site and in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

c) The Project Site is not located in the vicinity of a private airstrip. The Santa Monica Municipal Airport is the closest airport to the Project Site, located approximately 8.7 miles to the west. In addition, the Project Site is not located within an airport land use plan. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

5.0 CONCLUSION

As outlined in the preceding sections herein, the Project would not have the potential to result in any significant effects relating to air quality emissions and noise and vibration. The implementation of RCMs 1-8 would ensure the Project’s consistency with all LAMC regulatory requirements.
Appendix A

Air Quality Data
1.0 Project Characteristics

1.1 Land Usage

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Size</th>
<th>Metric</th>
<th>Lot Acreage</th>
<th>Floor Surface Area</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments Mid Rise</td>
<td>50.00</td>
<td>Dwelling Unit</td>
<td>0.20</td>
<td>72,750.00</td>
<td>143</td>
</tr>
<tr>
<td>Enclosed Parking with Elevator</td>
<td>36.00</td>
<td>Space</td>
<td>0.07</td>
<td>14,400.00</td>
<td>0</td>
</tr>
</tbody>
</table>

1.2 Other Project Characteristics

- **Urbanization**: Urban
- **Wind Speed (m/s)**: 2.2
- **Precipitation Freq (Days)**: 33
- **Climate Zone**: 11
- **Operational Year**: 2021
- **Utility Company**: Los Angeles Department of Water & Power
- **CO2 Intensity (lb/MWhr)**: 1227.89
- **CH4 Intensity (lb/MWhr)**: 0.029
- **N2O Intensity (lb/MWhr)**: 0.006

1.3 User Entered Comments & Non-Default Data
Project Characteristics -
Land Use - Project site is 0.27 ac.
Construction Phase - Estimated construction.
Off-road Equipment - Grading equipment.
Off-road Equipment -
Grading - 3,600 cy soil export.
Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.
Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.
Construction Off-road Equipment Mitigation -
Area Mitigation -
Energy Mitigation -
Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.
### 1047 S. Fedora Project - Los Angeles-South Coast County, Winter

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### 2.0 Emissions Summary
### 2.1 Overall Construction (Maximum Daily Emission)

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#### Mitigated Construction

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#### Mitigated Operational

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1047 S. Fedora Project - Los Angeles-South Coast County, Winter

### Percent Reduction

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<th>NBio-CO2</th>
<th>Total CO2</th>
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### 3.0 Construction Detail

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- Acres of Grading (Site Preparation Phase): 0
- Acres of Grading (Grading Phase): 0.27
- Acres of Paving: 0.07

Residential Indoor: 147,319; Residential Outdoor: 49,106; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 864 (Architectural Coating – sqft)

**OffRoad Equipment**
### Trips and VMT

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### 3.1 Mitigation Measures Construction

**Water Exposed Area**
## 3.2 Grading - 2019

### Unmitigated Construction On-Site

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### Unmitigated Construction Off-Site

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### 3.2 Grading - 2019

#### Mitigated Construction On-Site

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## 3.3 Building Construction - 2019

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3.3 Building Construction - 2019

Mitigated Construction On-Site

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### 3.4 Architectural Coating - 2019

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### 3.4 Architectural Coating - 2019

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<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<td>0.0000</td>
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<tr>
<td>Worker</td>
<td>0.0443</td>
<td>0.0325</td>
<td>0.3540</td>
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<td>0.0902</td>
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<td>91.3705</td>
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<tr>
<td>Total</td>
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<td>0.0325</td>
<td>0.3540</td>
<td>9.2000e-004</td>
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<td>3.1400e-003</td>
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### 4.0 Operational Detail - Mobile
4.1 Mitigation Measures Mobile

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<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitigated</td>
<td>0.6268</td>
<td>3.1174</td>
<td>8.4025</td>
<td>0.0291</td>
<td>2.4161</td>
<td>0.0253</td>
<td>2.4413</td>
<td>0.6466</td>
<td>0.0236</td>
<td>0.6702</td>
<td>2,955.088</td>
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<td>0.1605</td>
<td>2,959.101</td>
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<td>1</td>
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<tr>
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<td>3.1174</td>
<td>8.4025</td>
<td>0.0291</td>
<td>2.4161</td>
<td>0.0253</td>
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<td>0.6466</td>
<td>0.0236</td>
<td>0.6702</td>
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<td>1</td>
<td>0.1605</td>
<td>2,959.101</td>
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4.2 Trip Summary Information

<table>
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<th>Average Daily Trip Rate</th>
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<th>Mitigated</th>
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<td></td>
<td>Weekday</td>
<td>Saturday</td>
<td>Sunday</td>
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<tr>
<td>Apartments Mid Rise</td>
<td>332.50</td>
<td>319.50</td>
<td>293.00</td>
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<tr>
<td>Enclosed Parking with Elevator</td>
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<td>0.00</td>
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<tr>
<td>Total</td>
<td>332.50</td>
<td>319.50</td>
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4.3 Trip Type Information

<table>
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<th>Land Use</th>
<th>Miles</th>
<th>Trip %</th>
<th>Trip Purpose %</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>H-W or C-W</td>
<td>H-S or C-C</td>
<td>H-O or C-NW</td>
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<td>14.70</td>
<td>5.90</td>
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<tr>
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<td>8.40</td>
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4.4 Fleet Mix
5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

<table>
<thead>
<tr>
<th>Category</th>
<th>ROG (lb/day)</th>
<th>NOx (lb/day)</th>
<th>CO (lb/day)</th>
<th>SC2 (lb/day)</th>
<th>Fugitive PM10 (lb/day)</th>
<th>Exhaust PM10 (lb/day)</th>
<th>PM10 Total (lb/day)</th>
<th>Fugitive PM2.5 (lb/day)</th>
<th>Exhaust PM2.5 (lb/day)</th>
<th>PM2.5 Total (lb/day)</th>
<th>Bio-CO2 (lb/day)</th>
<th>NBio-CO2 (lb/day)</th>
<th>Total CO2 (lb/day)</th>
<th>CH4 (lb/day)</th>
<th>N2O (lb/day)</th>
<th>CO2e (lb/day)</th>
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</thead>
<tbody>
<tr>
<td>NaturalGas Mitigated</td>
<td>0.0136</td>
<td>0.1164</td>
<td>0.0495</td>
<td>7.4000e-004</td>
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<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>148.5405</td>
<td>148.5405</td>
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<td>2.7200e-003</td>
<td>149.4232</td>
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</tr>
<tr>
<td>NaturalGas Unmitigated</td>
<td>0.0136</td>
<td>0.1164</td>
<td>0.0495</td>
<td>7.4000e-004</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
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<td>148.5405</td>
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## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

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<th>CO</th>
<th>SO2</th>
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<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
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<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
<td>Apartments Mid Rise</td>
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<td>148.5405</td>
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<tr>
<td>Enclosed Parking with Elevator</td>
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<td>0.0000</td>
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<tr>
<td><strong>Total</strong></td>
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<td>0.1164</td>
<td>0.0495</td>
<td>7.4000e-004</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
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<td>148.5405</td>
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### Mitigated

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<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
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<td>9.4100e-003</td>
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<td>148.5405</td>
<td>2.7200e-003</td>
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</tr>
<tr>
<td>Enclosed Parking with Elevator</td>
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<td></td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
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<td>0.1164</td>
<td>0.0495</td>
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<td>149.4232</td>
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## 6.0 Area Detail

### 6.1 Mitigation Measures Area
Use Low VOC Paint - Residential Interior
Use Low VOC Paint - Residential Exterior
Use Low VOC Paint - Non-Residential Interior
Use Low VOC Paint - Non-Residential Exterior
Use only Natural Gas Hearths

<table>
<thead>
<tr>
<th>Category</th>
<th>ROG</th>
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<th>CO</th>
<th>SO2</th>
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<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
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<td>960.3767</td>
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<td>0.0175</td>
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<tr>
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<td>3.8422</td>
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<td>0.0318</td>
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CalEEMod Version: CalEEMod.2016.3.2

1047 S. Fedora Project - Los Angeles-South Coast County, Winter
## 6.2 Area by SubCategory

### Unmitigated

<table>
<thead>
<tr>
<th>SubCategory</th>
<th>ROG lb/day</th>
<th>NOx lb/day</th>
<th>CO lb/day</th>
<th>SO2 lb/day</th>
<th>Fugitive PM10 lb/day</th>
<th>Exhaust PM10 lb/day</th>
<th>PM10 Total lb/day</th>
<th>Fugitive PM2.5 lb/day</th>
<th>Exhaust PM2.5 lb/day</th>
<th>PM2.5 Total lb/day</th>
<th>Bio-CO2 lb/day</th>
<th>NBio-CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
<th>N2O lb/day</th>
<th>CO2e lb/day</th>
</tr>
</thead>
<tbody>
<tr>
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<td><strong>3.8422</strong></td>
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## 6.2 Area by SubCategory

### Mitigated

<table>
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<tr>
<th>SubCategory</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10 Total</th>
<th>Exhaust PM10 Total</th>
<th>Total PM2.5</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
</tr>
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<tbody>
<tr>
<td>Architectural Coating</td>
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<tr>
<td>Consumer Products</td>
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<td><strong>966.2200</strong></td>
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### 7.0 Water Detail

#### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

### 8.0 Waste Detail

#### 8.1 Mitigation Measures Waste

### 9.0 Operational Offroad
# 10.0 Stationary Equipment

## Fire Pumps and Emergency Generators

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Number</th>
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<th>Hours/Year</th>
<th>Horse Power</th>
<th>Load Factor</th>
<th>Fuel Type</th>
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</table>

## Boilers

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<th>Heat Input/Year</th>
<th>Boiler Rating</th>
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## User Defined Equipment

<table>
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<tr>
<th>Equipment Type</th>
<th>Number</th>
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## 11.0 Vegetation
1.0 Project Characteristics

1.1 Land Usage

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Size</th>
<th>Metric</th>
<th>Lot Acreage</th>
<th>Floor Surface Area</th>
<th>Population</th>
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<tbody>
<tr>
<td>Apartments Mid Rise</td>
<td>50.00</td>
<td>Dwelling Unit</td>
<td>0.20</td>
<td>72,750.00</td>
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1.2 Other Project Characteristics

- Urbanization: Urban
- Wind Speed (m/s): 2.2
- Precipitation Freq (Days): 33
- Climate Zone: 11
- Operational Year: 2021
- Utility Company: Los Angeles Department of Water & Power

1.3 User Entered Comments & Non-Default Data
Project Characteristics -
Land Use - Project site is 0.27 ac.
Construction Phase - Estimated construction.
Off-road Equipment - Grading equipment.
Off-road Equipment -
Grading - 3,600 cy soil export.
Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.
Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.
Construction Off-road Equipment Mitigation -
Area Mitigation -
Energy Mitigation -
Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.
### 2.0 Emissions Summary
### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

<table>
<thead>
<tr>
<th>Year</th>
<th>lb/day</th>
<th>lb/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>23.5361</td>
<td>17.6383</td>
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</tbody>
</table>

#### Mitigated Construction

<table>
<thead>
<tr>
<th>Year</th>
<th>lb/day</th>
<th>lb/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>23.5361</td>
<td>17.6383</td>
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</tbody>
</table>

#### Percent Reduction

<table>
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<tr>
<th></th>
<th>%</th>
<th>%</th>
<th>%</th>
<th>34.41</th>
<th>%</th>
<th>3.57</th>
<th>42.13</th>
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<td>Exhaust PM10</td>
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<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
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<td>0.00</td>
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### 2.2 Overall Operational

#### Unmitigated Operational

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<tr>
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<th>CO</th>
<th>SO2</th>
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<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
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<td>3.8422</td>
<td>3.8422</td>
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<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
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<td>148.5405</td>
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#### Mitigated Operational

<table>
<thead>
<tr>
<th>Category</th>
<th>ROG</th>
<th>COX</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tr>
<td>Mobile</td>
<td>0.6450</td>
<td>3.0372</td>
<td>8.8549</td>
<td>0.0306</td>
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<td>0.0252</td>
<td>2.4412</td>
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<td>0.0235</td>
<td>0.6701</td>
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<td>3,105.365</td>
<td>0.1613</td>
<td>3,109.396</td>
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</table>
3.0 Construction Detail

## Construction Phase

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<tr>
<th>Phase Number</th>
<th>Phase Name</th>
<th>Phase Type</th>
<th>Start Date</th>
<th>End Date</th>
<th>Num Days Week</th>
<th>Num Days</th>
<th>Phase Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Grading</td>
<td>Grading</td>
<td>1/1/2019</td>
<td>1/30/2019</td>
<td>5</td>
<td>22</td>
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<tr>
<td>2</td>
<td>Building Construction</td>
<td>Building Construction</td>
<td>1/31/2019</td>
<td>12/31/2019</td>
<td>5</td>
<td>239</td>
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<tr>
<td>3</td>
<td>Architectural Coating</td>
<td>Architectural Coating</td>
<td>12/2/2019</td>
<td>12/31/2019</td>
<td>5</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.27

Acres of Paving: 0.07

Residential Indoor: 147,319; Residential Outdoor: 49,106; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 864 (Architectural Coating – sqft)

### OffRoad Equipment
### Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor
--- | --- | --- | --- | --- | ---
Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48
Grading | Excavators | 1 | 8.00 | 158 | 0.38
Building Construction | Welders | 3 | 8.00 | 46 | 0.46
Building Construction | Concrete/Industrial Saws | 0 | 0.00 | 81 | 0.73
Grading | Cranes | 1 | 4.00 | 231 | 0.29
Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20
Grading | Rubber Tired Dozers | 1 | 1.00 | 247 | 0.40
Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37
Grading | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37

#### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
Grading | 4 | 10.00 | 0.00 | 450.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT
Building Construction | 8 | 42.00 | 8.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT
Architectural Coating | 1 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT

#### 3.1 Mitigation Measures Construction

Water Exposed Area
# 3.2 Grading - 2019

## Unmitigated Construction On-Site

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<tr>
<th>Category</th>
<th>ROG lb/day</th>
<th>NOx lb/day</th>
<th>CO lb/day</th>
<th>SC2 lb/day</th>
<th>PM10 Fugitive lb/day</th>
<th>PM10 Exhaust lb/day</th>
<th>PM10 Total lb/day</th>
<th>PM2.5 Fugitive lb/day</th>
<th>PM2.5 Exhaust lb/day</th>
<th>PM2.5 Total lb/day</th>
<th>Bio-CO2 lb/day</th>
<th>NBio-CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
<th>N2O lb/day</th>
<th>CO2e lb/day</th>
</tr>
</thead>
<tbody>
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## Unmitigated Construction Off-Site

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<th>SC2 lb/day</th>
<th>PM10 Fugitive lb/day</th>
<th>PM10 Exhaust lb/day</th>
<th>PM10 Total lb/day</th>
<th>PM2.5 Fugitive lb/day</th>
<th>PM2.5 Exhaust lb/day</th>
<th>PM2.5 Total lb/day</th>
<th>Bio-CO2 lb/day</th>
<th>NBio-CO2 lb/day</th>
<th>Total CO2 lb/day</th>
<th>CH4 lb/day</th>
<th>N2O lb/day</th>
<th>CO2e lb/day</th>
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### Mitigated Construction On-Site

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#### Unmitigated Construction Off-Site

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### Mitigated Construction On-Site

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<tr>
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### Mitigated Construction Off-Site

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### 3.4 Architectural Coating - 2019

**Unmitigated Construction On-Site**

| Category          | ROG  | NOx  | CO   | SC2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e  |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|------------|-----------|-----------|-----------|-----------|------|------|-------|
| Architect. Coating|      |      |      |      | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000         | 0.0000     | 0.0000    | 0.0000    | 0.0000    | 0.0000    |
| Off-Road          | 0.2664 | 1.8354 | 1.8413 | 2.9700e-003 | 0.1288       | 0.1288      | 0.1288     | 0.1288          | 281.4481      | 281.4481   | 0.0238    | 282.0423  |
| Total             | 21.1401 | 1.8354 | 1.8413 | 2.9700e-003 | 0.1288       | 0.1288      | 0.1288     | 0.1288          | 281.4481      | 281.4481   | 0.0238    | 282.0423  |

**Unmitigated Construction Off-Site**

| Category | ROG  | NOx  | CO   | SC2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4  | N2O  | CO2e  |
|----------|------|------|------|------|---------------|--------------|------------|----------------|---------------|------------|-----------|-----------|-----------|-----------|------|------|-------|
| Hauling  | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000         | 0.0000     | 0.0000    | 0.0000    | 0.0000    | 0.0000    |
| Vendor   | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000         | 0.0000     | 0.0000    | 0.0000    | 0.0000    | 0.0000    |
| Worker   | 0.0400 | 0.0294 | 0.3857 | 9.7000e-004 | 0.0894       | 7.7000e-004 | 0.0902     | 0.0237         | 7.1000e-004   | 0.0244     | 97.0362   | 97.0362   | 3.3300e-003 | 97.1196  |
| Total    | 0.0400 | 0.0294 | 0.3857 | 9.7000e-004 | 0.0894       | 7.7000e-004 | 0.0902     | 0.0237         | 7.1000e-004   | 0.0244     | 97.0362   | 97.0362   | 3.3300e-003 | 97.1196  |
### 3.4 Architectural Coating - 2019

#### Mitigated Construction On-Site

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#### Mitigated Construction Off-Site

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### 4.0 Operational Detail - Mobile
4.1 Mitigation Measures Mobile

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<th>Category</th>
<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SC2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
<td>Mitigated</td>
<td>0.6450</td>
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<tr>
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<td>0.0252</td>
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<td>0.6466</td>
<td>0.0235</td>
<td>0.6701</td>
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<td>0</td>
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4.2 Trip Summary Information

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<td>1,110,574</td>
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<tr>
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<td>Total</td>
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4.3 Trip Type Information

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<th>Miles</th>
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<tr>
<td>H-W or C-W</td>
<td>H-S or C-C</td>
<td>H-O or C-NW</td>
<td>H-W or C-W</td>
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4.4 Fleet Mix
### 5.0 Energy Detail

#### Historical Energy Use: N

#### 5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

### Emission Table

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<th>Category</th>
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<th>SC2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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5.2 Energy by Land Use - Natural Gas

### Unmitigated

<table>
<thead>
<tr>
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<th>NaturalGas Use</th>
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<th>SO2</th>
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<th>Exhaust PM10</th>
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<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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</thead>
<tbody>
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<td>0.1164</td>
<td>0.0495</td>
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<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
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<td>148.5405</td>
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<tr>
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<td>9.4100e-003</td>
<td>9.4100e-003</td>
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### Mitigated

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<th>NaturalGas Use</th>
<th>ROG</th>
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<th>CO</th>
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<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<td>0.0495</td>
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<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>9.4100e-003</td>
<td>148.5405</td>
<td>148.5405</td>
<td>2.8500e-003</td>
<td>2.7200e-003</td>
<td>149.4232</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Enclosed Parking with Elevator</td>
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<td>9.4100e-003</td>
<td>9.4100e-003</td>
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<td>148.5405</td>
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</table>

6.0 Area Detail

6.1 Mitigation Measures Area
1047 S. Fedora Project - Los Angeles-South Coast County, Summer

Use Low VOC Paint - Residential Interior
Use Low VOC Paint - Residential Exterior
Use Low VOC Paint - Non-Residential Interior
Use Low VOC Paint - Non-Residential Exterior
Use only Natural Gas Hearths

| Category             | ROG (lb/day) | NOx (lb/day) | CO (lb/day) | SO2 (lb/day) | Fugitive PM10 | PM10 Total | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------|--------------|--------------|------------|--------------|---------------|------------|--------------|-------------|-----------|----------|----------|--------|-----|-----|------|
| Mitigated            | 1.7843       | 0.7942       | 4.4554     | 4.9800e-003  | 0.0832        | 0.0832     | 0.0832       | 0.0832     | 0.0000   | 960.3767 | 960.3767 | 0.0255 | 0.0175 | 966.2200 |
| Unmitigated          | 14.7988      | 1.0852       | 29.5833    | 0.0651       | 3.8422        | 3.8422     | 3.8422       | 3.8422     | 468.3459 | 907.4355 | 1,375.7814 | 1.4039 | 0.0318 | 1,420.352 |

Total CO2: 960.3767 + 960.3767 = 1,920.7534 lb/day
Total CH4: 0.0255 lb/day
Total N2O: 0.0175 lb/day
Total CO2e: 966.2200 + 1,420.352 = 2,386.572 lb/day
### 6.2 Area by SubCategory

**Unmitigated**

<table>
<thead>
<tr>
<th>SubCategory</th>
<th>ROG</th>
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<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
<tr>
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6.2 Area by SubCategory

Mitigated

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<th>ROG</th>
<th>NOx</th>
<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
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<th>NBio-CO2</th>
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<th>N2O</th>
<th>CO2e</th>
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</tr>
<tr>
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7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad
### 10.0 Stationary Equipment

#### Fire Pumps and Emergency Generators

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Number</th>
<th>Hours/Day</th>
<th>Hours/Year</th>
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#### Boilers

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<th>Heat Input/Year</th>
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#### User Defined Equipment

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Number</th>
</tr>
</thead>
</table>

### 11.0 Vegetation
Appendix B

Noise Monitoring Data
Legend

- Project Site
- Noise Monitoring Locations
  1. Adjacent residences to the north
  2. Adjacent residences to the south
  3. Adjacent residences to the west
  4. Residences to the east (60 feet)
  5. School to the north (95 feet)
  6. Hotel to the north (200 feet)

Aerial Source: Google Earth 2019.
1047 S. Fedora St. Noise Monitoring

Information Panel

Name: 1047 S. Fedora St.
Start Time: 4/2/2019 11:30:05 AM
Stop Time: 4/2/2019 11:45:05 AM
Model Type: SoundPro DL
Run Time: 00:15:00

Summary Data Panel

<table>
<thead>
<tr>
<th>Description</th>
<th>Meter</th>
<th>Value</th>
<th>Description</th>
<th>Meter</th>
<th>Value</th>
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<td>Leq</td>
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</tr>
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Logged Data Table

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Logged Data Chart

1047 S. Fedora St: Logged Data Chart

Statistics Chart

1047 S. Fedora St: Statistics Chart

Calibration History

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NOISE MONITORING FIELD REPORT

Site Map

Project Name: 1047 S. Fedora St.

Monitoring Address: 1047-1053 S. Fedora St.

Date: 4/2/19 Site Number: 1

Measured By: Holly Galbreath

Weather Conditions: 67° Sunny 70% Cloud

Wind Speed: 0 mph Wind Direction: From —

Measurement Start Time: 11:30 am

Measurement End Time: 11:45 am Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S002

Primary Noise Sources: Traffic, pedestrian, residential activity

Data Summary

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Other Noise Sources During Monitoring

1. ______________________ Time: ______________
2. ______________________ Time: ______________
3. ______________________ Time: ______________
4. ______________________ Time: ______________
5. ______________________ Time: ______________

Additional Notes:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

POMEROY ENVIRONMENTAL SERVICES

25101 The Old Road, Suite 246
Santa Clarita, CA 91381
(661)-388-2422
April 21, 2020

Los Angeles City Council
200 N. Spring Street
Los Angeles, CA, 90012

Project Location: 1047-1053 South Fedora (“the Project”)

Dear Los Angeles City Council:

On behalf of Coalition for an Equitable Westlake/Macarthur Park (“Coalition”), an unincorporated association of long-time community residents, we are writing to object to the City’s CEQA determination. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets certain criteria. However, before a project can be determined to qualify for a categorical CEQA exemption, exceptions to the exemption, such as cumulative impacts, must be considered. If an exception to a categorical exemption applies, CEQA review in the form of an MND or EIR must be conducted. CEQA Guidelines section 15355 states: “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

Below the Coalition submits a list of past projects, current projects and future projects spanning back to January 1, 2018 that contribute towards the cumulative impacts of the Project that must be considered. The projects listed below are all within a 1 mile radius of the Project. Many have already been approved. The area within a 1 mile radius is heavily populated, and is a high pedestrian and car traffic area.

The projects are listed by the date the application was filed with City Planning, the address of the development, the number of units being constructed, and the distance from The Project.

**2018**
1.18.18: 2842 James Wood 193 units .8 miles
2.1.18: 3323 W. Olympic Blvd. 114 apartments .8 miles
2.2.18: 975 S. Manhattan Pl. 95 apartments .8 miles
2.15.18: 1045 S. Dewey 67 units 900 feet
2.15.18: 860 S. Normandie 57 units .4 miles
5.15.18: 860 S. Normandie 57 units .4 miles
5.22.18: 846 S. Mariposa 38 units .4 miles
5.24.18: 924 S. Catalina 30 units .4 miles
8.23.18: 1120 S. Serrano 52 units .6 miles
8.24.18: 904 S. Normandie 29 units .4 miles
8.24.18: 919 S. Harvard 24 units .7 miles
6.21.18: 950 S. Berendo 75 units .4 miles
11.6.18 1228 S. Fedora 9 units .2 miles
11.27.18: 955 S. Ardmore 34 units .4 miles
12.28.18: 744 S. Serrano 157 unit 1 mile

**2019**
2.2.19 3031 Olympic Blvd 14 units .3 miles
2.13.19: 738 S. Normandie 50 unit .7 miles
2.25.19: 968 S. Fedora St. 50 units 800 ft
2.28.19: 904 S. New Hampshire .6 miles
4.30.19: 3433 W. 8th 251 units .8 miles
5.28.19: 825 S. Irolo 28 units .5 miles
6.11.19 982 S. Dewey 14 units .3 miles
6.13.19: 923 S. Kenmore 75 units .3 miles
7.11.19: 936 S. Mariposa 21 units .3 miles
7.24.19: 939 S. Ardmore 30 units .4 miles
9.22.19: 1238 S. Magnolia 36 units 1 miles
9.25.19: 1200 S. Magnolia 21 units 1 miles
12.17.19: 2662 Pico Blvd. 54 Units .4 miles

2020
1.8.20 715 S. Mariposa 44 Units .6 miles
1.16.20 933 S. Ardmore 48 Units .4 miles
1.23.20 1043 S. Harvard 47 Units .4 miles
2.27.20 975 S. Manhattan Pl. 120 units .8 miles
2.20.20 986 S. Mariposa 100 units 900 ft.
3.11.20 3323 W. Olympic 118 units .8 miles
3.18.20 888 S. Vermont ??? .7 miles
3.18.20 815 S. Kingsley Dr. 114 units .7 miles
Related Code Section: The Los Angeles Municipal Code (LAMC) Section 11.5.13 (Ord. No. 186,338) established the appeal procedure to the City Council for California Environmental Quality Act (CEQA) determinations.

Purpose: The Appeal - A CEQA clearance can only be appealed if a non-elected decision-making body (ZA, APC, CPC, DIR) makes a determination for a project that is not further appealable. To initiate appeal of a CEQA document this form must be completely filled out with the required materials attached and filed within 15 calendar days from the final administrative decision, of the entitlement application.

General Information

Appealable CEQA documents:
- Certified Environmental Impact Report (EIR)
- Statutory Communities Environmental Assessment (SCEA)
- Mitigated Negative Declaration (MND)
- Negative Declaration (ND)
- Categorical Exemption (CE) determination
- Statutory Exemption (SE) determination

NOTE:
- Actions not appealable include an addendum, findings made pursuant to CEQA Guidelines Section 15162, or a determination that an action does not constitute a project under CEQA.
- All CEQA appeals are heard by the City Council.

This form is only for the appeal of Department of City Planning determinations: All other CEQA appeals are filed with the City Clerk pursuant to the LAMC Section 197.01.

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

1. Case Information

Environmental Case Number: ENV-2019-5052-CE
Related Entitlement Case Number(s): DIR-2019-5051-TOC
Project Address: 1047-1053 South Fedora Street
Date of Final Entitlement Determination: 04/09/2020

The CEQA Clearance being appealed is a(n):
☐ SCEA  ☐ EIR  ☐ MND  ☐ ND  ☒ CE  ☐ SC

2. Appellant Identity

(check all that apply)
☐ Representative  ☐ Property Owner  ☒ Other Person
☐ Applicant  ☐ Operator of the Use/Site

3. Appellant Information

Appellant Name: Margarita Lopez
Company/Organization: Coalition For An Equitable Westlake/Macarthur Park
Mailing Address: 811 Wilshire Blvd., 17th Floor
City: Los Angeles  State: CA  Zip: 90017
Telephone: (213) 269-4001  E-mail: 

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?  
☐ Self  ☒ Other: Coalition for An Equitable Westlake/Macarthur Park

b. Is the appeal being filed to support the original applicant’s position?  
☐ Yes  ☒ No
4. Representative/Agent Information

Representative/Agent name (if applicable): Claudia Medina

Company: Law Office of Claudia Medina

Mailing Address: 811 Wilshire Blvd., 17th Floor

City: Los Angeles State: CA Zip: 90017

Telephone: (213) 269-4001 E-mail: claudia@cmedinalawoffice.com

5. Appeal Justification

Attach a separate sheet providing your specific reasons for the appeal. Your reasons must state how you believe CEQA was incorrectly applied, providing a legal basis for the appeal.

6. Applicant’s Affidavit

I certify that the statements contained in this application are complete and true:

Appellant Signature: ________________________________ Date: 04-09-2020

ENVIRONMENTAL APPEAL FILING REQUIREMENTS

Note: City Clerk prepares mailing list for CEAQ appeals per LAMC Section 11.5.13 E.

1. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates)

Each case being appealed is required to provide three (3) sets of the listed documents.

- Environmental Appeal Application (form CP-7840)
- Justification/Reason for Appeal
- Copies of the written Determination Letter, from the final appellate body, which must be a non-elected decision-making body

2. Electronic Copy

- Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Environmental Appeal Application.pdf", "Justification/Reason Statement.pdf", "Final Determination Letter.pdf"). No file should exceed 9.8 MB in size.

3. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee of the Environmental case; provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Other Persons - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

This Section for City Planning Staff Use Only

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<td>□ Original receipt and BTC receipt (if original applicant)</td>
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<tr>
<td>Lilian Rubio</td>
<td>213-978-1840</td>
<td><a href="mailto:Lilian.rubio@lacity.org">Lilian.rubio@lacity.org</a></td>
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<td>August 25, 2020</td>
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**PROJECT ADDRESS:**

1546 North Argyle Avenue and 6224 West Selma Avenue

**APPLICANT**

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☐ New/Changed

**APPLICANT’S REPRESENTATIVE**

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<tr>
<td>(213) 847-3672</td>
<td><a href="mailto:jason.mccrea@lacity.org">jason.mccrea@lacity.org</a></td>
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**ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION**

GPA (General Plan Amendment); Vesting Zone Change (VZC); Height District (HD)
**FINAL ENTITLEMENTS NOT ADVANCING:**

TBD

**ITEMS APPEALED:**

TBD

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**NOTES / INSTRUCTION(S):**

N/A

**FISCAL IMPACT STATEMENT:**

✔ Yes  ☐ No

*If determination states administrative costs are recovered through fees, indicate “Yes”.

**PLANNING COMMISSION:**

✔ City Planning Commission (CPC)  ☐ North Valley Area Planning Commission
☐ Cultural Heritage Commission (CHC)  ☐ South LA Area Planning Commission
☐ Central Area Planning Commission  ☐ South Valley Area Planning Commission
☐ East LA Area Planning Commission  ☐ West LA Area Planning Commission
☐ Harbor Area Planning Commission
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<tr>
<td>Cecilia Lamas</td>
<td>February 10, 2020</td>
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<td>Commission Executive Assistant</td>
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LETTER OF DETERMINATION

MAILING DATE: FEB 06 2020

CEQA: ENV-2016-3743-EIR; SCH 2017081039
Plan Area: Hollywood

Project Site: 1546 North Argyle Avenue and 6224 West Selma Avenue

Applicant: Sam Simone & Clayton Williams, MCRT Investments, LLC
Representative: Todd Nelson, Armbruster Goldsmith & Delvac, LLP

At its meeting of January 23, 2020, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Demolition of a surface parking lot and six commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building, including 276 dwelling units of which five percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space, while Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square foot lot, for a Floor Area Ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

1. Found, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project was assessed in the EIR No. ENV-2016-3743-EIR (State Clearing House No. 2017081039) which includes the Draft EIR dated April 2019, the Final EIR, dated October 2019, and Erratum dated November 2019, previously certified on November 6, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project;
2. Approved and Recommended that the City Council adopt, pursuant to City Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a General Plan Amendment to the Hollywood Community Plan to re-designate the Site from Commercial Manufacturing to Regional Center Commercial land use;
3. Approved and Recommended that the City Council adopt, pursuant to LAMC Section 12.32 F and Q, a Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN to remove an existing “Q” Condition prohibiting residential uses (per Ordinance No. 165,662), and to establish Height District No. 2 to allow for a 4.5:1 FAR;
4. Approved, pursuant to LAMC Section 12.22 A.25, a Density Bonus for a 14 percent density bonus to permit a total of 276 dwelling units, of which five percent of the permitted base density would be set aside for Very Low Income Households, in conjunction with Parking Option 1 and one On-Menu Incentive for a 20 percent increase in the maximum allowable FAR from 4.5:1 to 5.4:1;
5. Approved, pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within a maximum of three restaurants, or for the sale of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square-foot grocery store;
6. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a project that would result in 276 dwelling units;

7. **Adopted** the attached Modified Conditions of Approval; and

8. **Adopted** the attached Amended Findings.

The vote proceeded as follows:

Moved: Millman  
Second: Perlman  
Ayes: Choe, Khorsand, Leung, Mack, Mitchell, Padilla-Campos  
Absent: Ambroz  

Vote: 8 – 0

Cecilia Lamaa, Commission Executive Assistant  
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission as it relates to the General Plan Amendment is final. The Zone Change and Height District Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department’s Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

**FINAL APPEAL DATE:** FEB 26, 2020

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) is not further appealable and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Maps, Modified Conditions of Approval, Amended Findings, Resolution

c: Debbie Lawrence, Senior City Planner  
Mindy Nguyen, City Planner  
Jason McCrea, Planning Assistant

Debbie Lawrence, Senior City Planner
ORDINANCE NO. ________________


THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:
(Q) QUALIFIED CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. Site Development. Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped Exhibit “A” and dated January 8, 2020, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. The project shall be constructed in a manner consistent with the following:

   a. A maximum of 276 residential units, of which 13 units (or 5 percent of base density of 242 units) shall be set aside for Very Low Income Households; and

   b. Commercial space in the form of:

      i. Option 1. A maximum of 24,000 square feet of retail/restaurant uses; or

      ii. Option 2. A maximum of one (1) establishment comprised of 27,000 square feet for a grocery store.

2. Use. The use and area regulations of the development shall be for uses as permitted in the C4 Zone, as defined in LAMC Section 12.16.

3. The use and development of the 276 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). To enable the TORS apartment/hotel hybrid use, the applicant is required to request a Conditional Use Permit.
D LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 5.4:1 floor area ratio (FAR), or a total of 261,376 square feet.

2. **Building Height.** Building height shall be limited to a maximum height of 99 feet, 1 inch, consistent with Exhibit “A”.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications/Improvements and Responsibilities/Guarantees
Dedications and improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. Bureau of Engineering. Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.

3. Sewer. Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.

4. Drainage. Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.

5. Driveway/Parkway Area Plan. Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.

6. Fire. Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.

7. Cable. Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.

8. Recreation and Park Fees. Payment of the Quimby fee shall be based on the C4 Zone and be paid prior to the recordation of Final Tract map. The application for Vesting Tentative Tract Map No. 74556 was deemed complete on October 28, 2016.

9. Lighting. Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.

10. Street Trees. All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.
CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.22 A.25, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code (LAMC), the following conditions are hereby imposed upon the use of the subject property:

Density Bonus Conditions

1. Development Services Center. Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning’s Major Projects Section shall confirm, via signature, that the project’s building plans substantially conform to the conceptual plans stamped as Exhibit “A”, as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

2. Residential Density. The project shall be limited to a maximum density of 276 residential units.

3. Affordable Units. A minimum of 13 units, or five (5) percent of the 242 base permitted dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2). In addition to the affordable units pursuant to Density Bonus, the applicant must provide as many replacement units affordable to Low or Very Low Income households to comply with the Determination made by the HCIDLA for replacement units. Affordable units required as replacement units shall be an equivalent type as those units being replaced.

4. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25(a-d).

5. Housing Requirements. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 13 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

6. Floor Area Ratio (FAR). The requested On-Menu Incentive allows for the Floor Area Ratio to be increased by 20 percent, resulting in no greater than a 5.4:1 FAR.

7. Automobile Parking for Residential Uses. Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which permits one on-site parking space for each residential unit with one or fewer bedrooms; two on-site parking spaces for each residential unit with two or more bedrooms.
residential unit with two to three bedrooms; and two-and-one-half parking spaces for each residential unit with four or more bedrooms.

8. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

**Site Plan Review**

9. **Argyle and Selma Avenue Corner.** The Applicant shall submit a revised "Exhibit A" which incorporates architectural design changes at the corner of Selma Avenue and Argyle Avenue that reduce bulk and presence above the ground floor, including any necessary changes to massing, to the satisfaction of the Department of City Planning (DCP). Revised Plans shall be stamp-dated upon approval by DCP staff.

10. **Ground Floor Stepback.** The Project shall provide stepbacks from the property line at the ground floor no less than:

   a. Three feet along Argyle Avenue, spanning the frontage of the commercial use(s), where structurally feasible; and
   b. Three feet along the Selma Avenue frontage, where structurally feasible.

11. **Street Trees.** The Project shall provide five (5) street trees along Selma Avenue and seven (7) street trees along Argyle Avenue.

12. **Commercial Parking.** Commercial parking shall be provided in compliance with LAMC Section 12.21A.4(x)(3).

13. **Bicycle Parking.** Bicycle parking shall be provided consistent with Ordinance No. 185,480, which amended Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code to update the bicycle parking regulations, effective on May 9, 2018.

14. **Electric Vehicle Parking.**

   a. **EV Ready.** The project shall include at least 30 percent of the total code required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating amperacy.

   b. **EV Installed.** Of the 30 percent EV Ready, five (5) percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

   c. **Non-required Parking.** Any parking spaces which are provided in excess of the Code-required parking requirement shall be capable of supporting EVSE and installed with EV chargers to immediately accommodate electric vehicles within the parking areas. The parking spaces shall be designed and labeled for EV chargers consistent with the requirement for Required Parking. It shall be at the
Applicant's discretion to designate these spaces for residential or commercial uses.

d. When the application of either the 30 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating “EVCAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

15. **Rooftop Solar Photovoltaic.** A minimum of 15 percent of the rooftop area shall be installed with solar panels as shown on the roof plan to be maintained for the life of the project. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

16. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

17. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.

18. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit "A".

   a. **Tree Wells.**

      i. The minimum depth of tree wells shall be as follows:
      1. Minimum depth for trees shall be 42 inches.
      2. Minimum depth for shrubs shall be 30 inches.
      3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
      4. Minimum depth for an extensive green roof shall be three inches.

      ii. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
      1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
      2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
      3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

   b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.

   c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

19. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

20. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material,
pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

21. **Trash/Storage.**
   a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
   b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
   c. Trash/recycling containers shall be locked when not in use.

22. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

23. **Signage.** All on-site and off-site Signage shall comply with the Hollywood Signage Supplemental Use District (HSSUD).

24. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

**Master Conditional Use**

25. Approved herein is a Master Conditional Use Permit to allow for one of the following:
   a. **Option 1.** The sales and service of a full line of alcoholic beverages for on-site consumption within three establishments, not to exceed a total floor area of 24,000 square feet; or
   b. **Option 2.** The sales and service of a full line of alcoholic beverages for on- and off-site consumption within one establishment, not to exceed a total floor area of 27,000 square feet.

26. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

27. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

28. Notwithstanding approved Exhibit “A” and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit “A”. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and
dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.

29. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator’s opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

30. The applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.

31. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

32. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted.

33. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

34. Each individual owner/operator of an alcoholic beverage license shall file an application for conditional use plan approval for each alcohol sales use at the facility in order to implement and utilize the permit at each of the proposed alcohol sale sites. The application must be accompanied by a payment of appropriate fees and must be accepted as complete by the Planning Department public counter.

35. The Los Angeles Police Department requests notification of all applications for a plan approval of an alcohol sale site and for all reviews for all sites. Additionally, notification shall be sent to the local Council Office and Neighborhood Council.

36. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

37. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

38. There shall be no Adult Entertainment of any type pursuant to L.A.M.C. Section 12.70, at or within any portion of the subject property.

39. No employee or agent of any of the individual retail sites of the commercial building shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the applicant(s) or business operators provide, permit, or make available, either gratuitously or for compensation, male or female patrons who act as escorts, companions, or guests of and for the customer.
40. **Plan Approval.** The applicant(s) shall file an Approval of Plans application within two (2) years, but not earlier than 18 months from the issuance of the Certificate of Occupancy to assess compliance with the conditions of the instant grant. The purpose of the plan approval will be to review the effectiveness of and the applicant's compliance with the conditions of this grant. Upon review of the effectiveness of and compliance with the conditions, the Zoning Administrator may modify such conditions, delete or add new ones as appropriate and require a subsequent plan approval, as necessary. At any time during the period of validity of this grant, should documented evidence be submitted showing a violation of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator reserves the right to require the applicant to file for a plan approval application together with associated fees, the purpose of which will be to hold a public hearing to review the applicant's compliance with and the effectiveness of these conditions. The applicant/petitioner(s) shall provide a summary and supporting documentation of how compliance with each condition of the grant has been attained. Upon this review the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct the public hearing for nuisance abatement/revocation purposes.

41. **Master Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Master Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants, in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Master Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue's individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. These conditions may include additional conditions not included in the Master Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions.

42. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department “Standardized Training for Alcohol Retailers” (STAR) or Department of Alcoholic Beverage Control “Licensee Education on Alcohol and Drugs” (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

43. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

44. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.

45. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of
City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

46. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

47. **Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

48. **Ownership/Operator Change.** Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BEST (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BEST (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

49. **MViP – Monitoring, Verification and Inspection Program.** At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

50. **Covenant and Agreement.** Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BEST (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BEST (Beverage and Entertainment Streamlined Program) for inclusion in the case file.
Environmental Conditions

51. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped Exhibit B and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

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

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

53. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities\(^1\), all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.

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\(^1\) Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity.
• If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

• The project Permittee shall implement the tribe’s recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe’s recommendations are reasonable and feasible.

• The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

• If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

• The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

• Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

• Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney’s office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City’s AB 52 Confidentiality Protocols.

Administrative Conditions

54. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

55. Code Compliance. Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

56. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder’s Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder’s number and date shall be provided to the Planning Department for attachment to the file.
57. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

58. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency’s successor and in accordance with any stated laws or regulations, or any amendments thereto.

59. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

60. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

61. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:

   (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City’s processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

   (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City’s processing and approval of the entitlement, including but not limited to payment of all court costs and attorney’s fees, costs of any judgments or awards against the City (including an award of attorney’s fees), damages, and/or settlement costs.

   (iii) Submit an initial deposit for the City’s litigation costs to the City within 10 days’ notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney’s Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

   (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City’s interests. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

   (v) If the City determines it necessary to protect the City’s interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.
CONDITIONS FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution. The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no service, sales or possession of an opened alcoholic beverage on any adjacent sidewalk or parking lot area with the exception of the approved outdoor dining area(s).

- The quarterly gross sales of alcohol shall not exceed the gross sales of food. The business operator(s) shall maintain records which reflect these numbers and make them available to the Police Department upon request.

- Bottle and/or Table service involving the distribution of distilled spirits shall be prohibited. “Buckets” of beer and portable bars are prohibited. There shall be no “Minimum drink” required of patrons. In addition, there shall be NO sales of table(s) and/or seating where alcoholic beverages are in any way included in the sale cost of the seating.

- “Happy Hour” is permitted between the hours of 4:00 pm and 9:00 pm, daily. There may be no more than a fifty percent discount on alcoholic beverages.

- No signs are permitted on the outside of the building or patio enclosure or directed from inside to the outside which display or advertise the availability of alcoholic beverages.

- No cocktail lounge shall be maintained on the premises separate from the dining area.

- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.

- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.

- Electronic age verification device(s) which can be used to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on the premises at each point-of-sale location. The device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverages.

- All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
• Alcohol may only be served to patrons who are seated at a table or seated at the bar and only in conjunction with a food order. Patrons shall not be served while standing or while waiting to be seated.

• The single unit sales of malt liquors and/or malt based products shall be prohibited.

• No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.

• The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.
FINDINGS
(As amended by the City Planning Commission on January 23, 2020)

General Plan/Charter Findings

1. General Plan Land Use Designation.

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The subject property is comprised of a single lot, totaling approximately 48,403 square feet (1.11 net acres) in size. The Community Plan currently designates the Project Site for Commercial Manufacturing land uses, with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P) Zones. The Site is presently zoned Q[C4-1VL-SN, which is inconsistent with the range of zones permitted under the land use designation. Additionally, the range of uses allowed under the CM Zone is broader than C4, and includes uses which may be incompatible with the surrounding area. The C4 Zone is consistent throughout the surrounding area of the Project Site. As shown below, the Project Site is outlined in yellow, the Hollywood/Vine Metro Station is shown as the star shape on the map, located 0.25 miles from the Project Site, while the dashed outline is the Hollywood Center, as identified in the Hollywood Community Plan; spanning both sides of Sunset Boulevard and Hollywood Boulevard from La Brea Street to Gower Street. The Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, stating that “[t]his center area shall function: 1) as the commercial center for Hollywood and surrounding communities; and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.” The Project is also within the Hollywood Redevelopment Project Area.

As proposed, the General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land use. In addition, the Project is requesting a Vesting Zone Change and Height District Change to remove the existing “Q” Condition (per Ordinance No. 165,662) prohibiting residential uses, and to change the Height District (HD) from 1VL to 2 in order to allow a floor area ratio (FAR) of 5.4:1. The Regional Center Commercial land use designation is further restricted by Footnote 9, which establishes a 4.5:1 FAR limitation for parcels designated Regional Center Commercial within the
Hollywood Redevelopment Area, with up to 6:1 FAR with City Planning Commission approval. Pursuant to LAMC Section 12.22 A.18, parcels located in a C4 Zone and designated Regional Center Commercial are permitted to use R5 density (200 square feet of lot area per unit). In conjunction with the C4 Zone, Height District 2, does not restrict the number of stories or height, and permits a maximum FAR of 6:1. The proposed Regional Center Commercial land use designation corresponds to the C2, C4, P, PB, RAS3, and RAS4 Zones and the establishment of Height District 2 would be consistent with the surrounding area zoning, as well as Footnote 9 of the Hollywood Community Plan.

2. General Plan Text.

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

Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City’s long-range comprehensive growth strategy and provides guidance on citywide polices, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project’s consistency with the objectives and policies of the Framework Element, as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.
**Objective 3.2:** Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

**Policy 3.2.2** Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

**Objective 3.4:** Encourage new multi-family residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

The Project proposes the demolition of an existing surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building that includes 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Selma and Argyle Avenues, activating the pedestrian realm within walking distance to the Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining; under Option 2, the outdoor area along Selma Avenue would serve as an amenity space for residents, and the area along Argyle Avenue would serve the grocery store.

The Hollywood Center is characterized by varied uses, including medium- to high-density residential, commercial, and office uses, as well as specialized uses supporting the motion picture industry. The area immediately surrounding the Hollywood/Vine Metro Station is characterized by medium-to-high density mixed-use developments and pedestrian infrastructure such as a scramble crosswalk at the intersection of Hollywood Boulevard and Vine Street. The surrounding area includes numerous amenities within walking distance, such as retail, restaurants, entertainment venues, and historic theaters. The Project, as proposed, is consistent with uses, scales, and intensities in the surrounding area, and provides pedestrian-oriented design features that further facilitate the walkability of the surrounding area. In addition, the Project would provide additional needed housing within the Hollywood Center, including that for Very Low Income Households, with different unit configurations to serve current and future housing needs. Last, the Project proposes neighborhood-serving commercial uses, which would contribute additional options to the Hollywood Center for residents, workers, visitors, and tourists, while encourage non-automobile trips.

The Project Site is located just east of Vine Street, between the intersections of Hollywood Boulevard and Vine Street, and Sunset Boulevard and Vine Street, an area with numerous commercial uses, entertainment venues, and amenities within a job center. The Project Site is served by 11 transit lines within walking distance including Metro and LADOT bus lines 2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood on Sunset Boulevard, and lines...
180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood on Hollywood Boulevard. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. The close proximity, access to transit, and variety of uses provide residents with ample options for trips to be taken by walking or transit.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project’s pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Hollywood Center, while locating new residents and jobs within an established center respecting nearby established neighborhoods. The Project’s mix of uses, neighborhood-serving commercial space, location within a regional center well served by transit, and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

Chapter 4: Housing

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Housing Chapter:

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

**Objective 4.1:** Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

**Objective 4.2:** Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

**Policy 4.2.1** Offer incentives to include housing for very low- and low-income households in mixed-use developments.

As proposed, the Project would redevelop an existing commercial use with a new mixed-used project that includes 276 residential units, comprised of studio, one-bedroom, and two-bedroom units. Of the 276 residential units proposed, 13 units would be reserved for Very Low Income households. In addition, the Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by 11 bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region.

Chapter 7: Economic Development Chapter

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Economic Development Chapter:

**Goal 7B:** A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.

**Objective 7.2:** Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Goal 7C: A City with thriving and expanding businesses.

Objective 7.3: Maintain and enhance the existing businesses in the City.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The mix of uses and additional residents will contribute activity and commerce to the existing Hollywood Center, further supporting nearby businesses and job centers. Both Options 1 and 2 would contribute to neighborhood-serving uses and serve the expanding community and focused development around the Hollywood/Vine Metro Station, through either a grocery store or retail and/or restaurant space.

The Project would be consistent with the above goals, objectives, and policies through the proposed mix of uses and additional residents generated by the Project. Both Option 1 and Option 2 complement the existing retail and commercial base in the surrounding area as a result of their proximity to the Hollywood/Vine Metro Station, and the high concentration of uses commercial, retail, and entertainment uses in the Hollywood Center. The additional residents and commercial uses will further contribute to the concentration of activity in the Hollywood Center, further supporting the area as one of the City’s destinations for residents, businesses, and tourists.

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

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s workforce to both live and work in the city.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.

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

As previously mentioned, the Project would provide a mix of uses including new housing and commercial employment opportunities for a community that is within a 0.25 miles of the
Hollywood/Vine Metro Station and 11 bus lines. The housing would include units set aside for Very Low Income Households, as well as studio, one-bedroom, and two-bedroom units, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the Proposed Project would be consistent with the above listed goals, objectives and policies of the Framework Element.

Citywide Design Guidelines

The Urban Design Studio has adopted a three part design approach to evaluating projects to reflect the new Citywide Design Guidelines, which consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted Design.

Pedestrian First Design

The Project would provide a transparent ground floor, street-facing storefronts and at-grade entryways that provide shelter and promote active street use by pedestrians along both Argyle and Selma Avenues. The Project includes two options; both would include usable outdoor open space along both Argyle and Selma Avenues, activating the pedestrian realm with active ground floor uses. The Project would also provide improvements to Argyle and Selma Avenues through the addition of full-width concrete sidewalks, tree wells, shade trees and landscaping. The Project locates its primary driveways away from residential and commercial entryways, and provides ground level short-term bike parking along Selma and Argyle Avenues.

360-Degree Design

The Project design implements varied materials which would provide horizontal and vertical articulation through the use of balconies that break up the building planes and reduce the visual mass of the building. The Project has implemented design elements and a uniform architectural theme on each elevation, and minimizes the use of blank walls. The Project’s eastern elevation has been designed to respond to the approved, but yet to be constructed, Palladium Project, by incorporating a mural that would still be visible after completion of the adjacent development.

The rounded corner at the intersection of Argyle Avenue and Selma Avenue provides a defining architectural feature, and signifies a differentiation in uses from the below plaza and uses. A strong horizontal datum at the first level, in addition to a consistent streetwall, materials, and high visibility glass, provide further differentiation between the above and below uses.

Climate Adapted Design

The Project would include sustainability measures and design features which reduce energy and water consumption, such as LEED Certification, the use of Energy Star-labeled products and appliances, light-emitting diode (LED) lighting or other energy-efficient lighting technologies, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. Additionally, the Project would allocate 15 percent of its roof area for solar energy, as detailed in Exhibit A. Additionally, the Project would incorporate design features to support water conservation in excess of LAMC requirements, including, but not limited to: highly efficient fixtures in residential and commercial uses, tankless water heaters, leak detection in pool facilities, and water efficient landscaping.
Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City’s housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City’s housing and growth strategy. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

**Goal 1:** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

**Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

**Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.

**Policy 1.1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

**Objective 1.3:** Forecast and plan for changing housing needs over time in relation to production and preservation needs.

**Policy 1.3.5:** Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.

The Project would consist of a new mixed-use building, including 276 dwelling units and two ground-floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Of the 276 dwelling units, 13 units would be set aside for Very Low Income Households. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would accommodate various income levels (Very Low Income and Market Rate) and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major commercial and employment center and within 0.25 miles of the Hollywood/Vine Metro Station, which is served by the Metro Red Line and within walking distance to 11 bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region. The Project Site is also within proximity to the Hollywood/Vine Metro Station, as well as two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). Additionally, the Los Angeles International Airport (LAX) FlyAway Shuttle stop is located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport.

The General Plan Amendment to Regional Center Commercial land use designation in conjunction with the recommended Vesting Zone and Height District Change to (T)(Q)C4-2D-SN would allow residential uses, otherwise prohibited by a “Q” Condition on the site, at a
density and scale compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses.

**Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.

**Objective 2.1:** Promote safety and health within neighborhoods.

**Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

**Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.

**Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.

**Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

**Objective 2.5:** Promote a more equitable distribution of affordable housing opportunities throughout the City.

**Policy 2.5.1:** Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.

**Policy 2.5.2:** Foster the development of new affordable housing units citywide and within each Community Plan area.

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area.

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. In addition, the Proposed Project would enhance livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. The Project would continue a scale and intensity of development consistent with surrounding uses, creating a complementary scale and form from Selma Avenue and Vine Street through to Selma Avenue and Gower Street.

Lastly, the Project provides housing at various income levels (Very Low Income and Market Rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous retail, restaurant, entertainment, and employment uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park including the Hollywood Bowl, Los Angeles Zoo, and Griffith Park facilities. The Metro Red Line Hollywood/Vine Station located 0.25 miles from the Project Site would further facilitate...
connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential and commercial uses in a job center that is well served by transit, the Project would allow future residents to utilize alternative means of transportation in their commutes, in addition to opportunities for workers to live in close proximity to their place of employment. The Project would include employment opportunities within the ground floor commercial space, as well as providing housing and promoting a jobs-housing balance within the Hollywood Center.

**Mobility Element**

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City’s high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

**Chapter 2: World Class Infrastructure**

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

The Project would provide a combination of ground floor retail and restaurant uses, or a grocery store, in addition to a consistent streetwall and scale around the Selma Avenue and Argyle Avenue intersection, providing an inviting pedestrian environment for residents, workers and visitors. The Project is also required to improve both adjoining streets with full-width concrete sidewalks, and upgrades as necessary to comply with American’s With Disabilities Act (ADA) requirements. The Project would provide 72 trees, which will include seven street trees along Selma Avenue and five (5) street trees along Argyle Avenue. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

**Chapter 3: Access for All Angelenos**

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

*Policy 3.3:* Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

*Policy 3.5:* Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently featured at the corner of Selma and Argyle Avenues, with short-term bicycle parking spaces located directly adjacent to this entrance. In the case of Option 1, a residential entrance would be located at the southwest corner of the Project Site along Argyle Avenue, which includes a plaza, prominent entryways, and short-term bicycle parking. A total of 14 short-term bicycle parking spaces and 170 long-term bicycle parking spaces would be provided. Long-term bicycle parking is located in the first subterranean parking level with access to an elevator provided from street level along Selma Avenue adjacent to vehicle entry. The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, served by the Red Line; and the surrounding area is served by two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). An LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. Thus, the Project’s location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

Chapter 5: Clean Environments and Healthy Communities

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20 percent of the LAMC-required parking shall be pre-wired for the future installation of electric vehicle (EV) charging stations and five (5) percent of the spaces are required to be equipped with EV charging stations. In addition, the Project is conditioned to provide a minimum amount of solar energy generation to minimize dependence on fossil fuel energy sources.

Health and Wellness Element

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

Chapter 2: A City Built for Health

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

The Project would provide street trees, floor-to-ceiling glass storefronts along the ground floor, outdoor dining or gathering areas and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would
provide repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. Under Option 1, the outdoor area along Selma and Argyle Avenues would serve as an outdoor dining for the ground floor retail and or restaurant uses; under Option 2, the outdoor area along Selma Avenue would serve as an amenity for residents, while the outdoor area along Argyle Avenue would serve the grocery use. The Project would be LEED Certified, and required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

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

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

The Project would result in the creation of new housing and commercial uses within 0.25 miles of the Hollywood/Vine Metro Station and 11 bus lines. Future visitors, employees, and residents of this Project, as well as people who already live and work in the area, will be able to take advantage of the Project’s mix of land uses within proximity to transit to serve their daily needs. The Project proposes two ground floor commercial options, each with neighborhood-serving uses, including ground floor retail and or restaurant establishments under Option 1, and a grocery store under Option 2. Additionally, ground floor outdoor usable space would be located along Selma Avenue and Argyle Avenue, further activating the pedestrian realm. Under Option 1, the outdoor area would be outdoor dining along both Argyle Avenue and Selma Avenue, while under Option 2 the outdoor space along Selma Avenue would be an amenity for residents with outdoor space along Argyle Avenue serving the grocery use. Dining, entertainment, and other amenities, such as an interior courtyard, outdoor amenity areas, and observation deck at the 7th floor would encourage and allow for socializing on-site, reducing off-site trips. Numerous transit options around the Project would encourage residents, patrons and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

**Land Use Element – Hollywood Community Plan**

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The Plan Map designates the subject property for Commercial Manufacturing land use with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P). The Project Site is zoned [Q]C4-1VL-SN. The site is further restricted by a “Q” Condition (Ordinance 165,662). The existing zoning is inconsistent with the General Plan land use designation; however, the proposed Project would be consistent with the surrounding area Land Use designations, zoning, and form and use. The land use and zoning as proposed is consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

**General Plan Text.** The Hollywood Community Plan, a part of the Land Use Element of the City’s General Plan, states the following objectives that are relevant to the Project:

**Objective No. 1:** To further the development of Hollywood as a major center of population, employment, retail service and entertainment.
Objective No. 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.

Objective No. 4: To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment. Under Option 1 the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor space along Selma as an amenity space for residents and the outdoor area along Argyle for the grocery use.

The Project would allow the development of residential and commercial uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as Regional Center Commercial and the focal point of the Hollywood Community Plan area, the Hollywood Center. The uses would support the Hollywood Center economically by introducing new residents, services, and activity located within 0.25 miles of the Hollywood/Vine Metro Station. The Project includes uses appropriate for the Hollywood Center, and the proposed scale and intensity of development is compatible with surrounding mixed-use developments. The new commercial space, in the form of either retail and/or restaurant under Option 1, or grocery store under Option 2, would create additional destinations within the Hollywood Center, while providing existing residents with neighborhood-serving uses within walking distance to several transit options.

The Project would provide 276 residential units, of which 13 units would be reserved for Very Low Income Households, and would include studio, one-bedroom, and two-bedroom configurations. The mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice and be located within the Hollywood Center.

The Project would provide mixed-income housing and commercial space within an established regional center and proximity to transit. The mix of uses, scale, intensity, form and design are consistent with the surrounding area and the intent of the prevailing surrounding Regional Center Commercial designation.

Hollywood Redevelopment Plan

In addition to achieving the objectives of the Hollywood Community Plan, the Project would also support and be consistent with the following objectives identified in subsection 506.2.3: Regional Center Commercial Density of the Hollywood Redevelopment Plan:
Objective a: To concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs.

Objective b: To provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures.

Objective d: To encourage the development of appropriately designed housing to provide a balance in the community.

The Project would redevelop an existing commercial building with a mixed-use development that includes residential with ground floor commercial uses within 0.25 miles to the Hollywood/Vine Metro Station and 11 bus lines. The nearest residential neighborhood is located two blocks east of the Project Site and is characterized by multi-family apartments with similar form, character, and setbacks, density, and form. Further, the Project would incorporate floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma and Argyle Avenues. The Project would provide short-term bicycle parking spaces along Selma Avenue and Argyle Avenue. Overall, the Project proposes to redevelop a site with little pedestrian activity or amenities and exclusively commercial uses with a mixed-use project including affordable residential units, pedestrian and cyclist amenities, and neighborhood serving commercial space within an existing regional center. The inclusion of 276 residential units, of which 13 units reserved for Very Low Income Households, would also support a balance in the community by providing both affordability of units, and additional residents in a concentrated regional center.

Thus, the Project would be consistent with the surrounding area in form, character, use, and pedestrian orientation. In addition to physically complementing adjacent development, the proposed residential and commercial uses further support the adjacent businesses surrounding the Hollywood/Vine Metro Station.

3. The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.

4. Charter Finding – City Charter Finding 555. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

a. Amendment in Whole or in Part. The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Hollywood Community Plan, representing a change to the social, physical and economic identity of the Project Site, which is currently designated as Commercial Manufacturing and zoned [Q]C4-1VL-SN.

The Project Site is significant in economic and physical identity because it is located 0.25 miles from the Hollywood/Vine Metro Station, within the Hollywood Center, and an area designated in both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams as a Regional Center. The intent and purpose of the Regional Center Designation is to serve as a regional employment center with corresponding commercial, entertainment, housing stock, and residential population. The Project Site’s proximity to
transit, jobs, and services within the Hollywood Center make it a key part of developing the area with residences, jobs, and services as intended by both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams. The Project Site is socially significant in its location, both as a prior film vault use, and within the Hollywood area, a center of entertainment, nightlife, and tourism. The introduction of new uses and residential population would support the existing Hollywood Center, and provide additional employment base for the socially, economically, and physically unique motion picture industry located in Hollywood. The Project uses would serve two currently operational studio campuses, located within 0.5 miles of the Site, unique uses which the Community Plan seeks to support retain, and serve the motion picture industry.

The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by multiple bus lines on Hollywood Boulevard and Sunset Boulevard. The surrounding area is also characterized by a concentration of jobs, services, commercial space, and entertainment. The location of the site provides excellent transit connectivity to jobs, services, and entertainment within the Hollywood area, as well as connections to West Hollywood, North Hollywood, Century City, Santa Monica, Koreatown, Downtown Los Angeles, and regional rail connections at Union Station. The density of uses are and concentration in the immediate vicinity also facilitates walking and biking as alternatives to vehicle trips for commuting, as well as shopping, recreation, or entertainment. The location is also highly unique in its proximity and transit connections to Griffith Park, a regional park with numerous recreation opportunities. Therefore, the Project Site is significant in social, economic, and physical identity, and the proposed Project would further these identities.

5. Charter Finding - City Charter Finding 556. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission’s findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Hollywood Community Plan, which is one of 35 Community Plans comprising the Land Use Element of the General Plan. The Community Plan designates the Project Site with the Commercial Manufacturing land use designation, with corresponding zones of CM and P. The Site is currently zoned [Q]C4-1VL-SN and is therefore not consistent with the land use designation.

The initiated General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land uses. The recommended Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would remove the “Q” Condition, per Ordinance No. 165,662, which prohibits residential uses, and establish Height District 2 to allow for a 4.5:1 FAR, respectively. The proposed Regional Center Commercial land use designation has corresponding zones of C2, C4, P, PB, RAS3, and RAS4, and is subject to Community Plan Footnote No. 9 which restricts the maximum FAR to 4.5:1, or 6:1 FAR with Planning Commission approval. The Project is seeking a General Plan Amendment, Zone Change and Height District Change, and a Density Bonus entitlement to permit a 5.4:1 FAR, consistent with the maximum limitations of Footnote No. 9. Thus, the recommended (T)(Q)C4-2D-SN Zone would be consistent with the adoption of the General Plan Amendment. Further, the General Plan Amendment would correct an inconsistency between the existing and surrounding land use and zoning designations.

Additionally, the legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not require an exact match between a proposed subdivision and the applicable
general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Finding No. 2 above, the initiated General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Hollywood Community Plan, as the Project would increase housing choices at varying income levels by providing both restricted affordable and market-rate units in varying bedroom configurations; and providing additional residents, commercial space, and services to support the Hollywood Center within 0.25 miles to a heavy rail station and 11 bus lines. Both ground floor commercial options would support the Regional Center by providing residents with either retail and/or restaurant uses, or a grocery store; additional commercial space and services within walking distance to other neighborhood-serving uses within an established and growing residential center within the Regional Center; and a pleasant pedestrian environment by improving on the current physical improvements, and providing bicycle parking infrastructure.

6. Charter Finding – City Charter Finding 558. The proposed Amendment to the Hollywood Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice, as described below.

The initiated General Plan Amendment to the Hollywood Community Plan would re-designate the land use of the Project Site from Commercial Manufacturing to Regional Center Commercial. The proposed Project will further the intent of the General Plan Long Range Land Use Diagram, and the stated goals of both the General Plan and Hollywood Community Plan by providing additional residential units, including restricted affordable and market rate, as well as commercial space, and services for the surrounding Hollywood Center within walking distance of transit.

Public Necessity. The Project’s mix of uses in proximity to transit, and the provision of accessible bicycle parking and pedestrian-oriented design will help promote the reduction of Vehicle Trips, supporting City goals and policies to improve air quality and public health. Further, the Project will also support one of Hollywood’s key industries by locating housing opportunities near existing job centers associated with the film industry.

The Project Site is also located adjacent to proposed, approved or existing mixed-use developments containing various affordability levels, unit types, and unit sizes surrounding the Hollywood/Vine Metro Station. Generally, these mixed-use developments include ground floor commercial, and improvements to the public realm, which has transformed the area into a heavily trafficked pedestrian area with shopping, restaurants, services, entertainment, and tourist uses. The Project would include complementary uses, serving residents, workers, tourists, and encourage the use of transit due to its location. Maintaining Hollywood’s business and residential population is critical for the long-term health of the motion picture industry, which has evolved to rely on surrounding regional center.

Convenience. Approval of the initiated General Plan Amendment from Commercial Manufacturing to Regional Center Commercial would facilitate the redevelopment of an existing commercial structure within the Hollywood Center with a new mixed-use project comprised of mixed-income residential units, neighborhood-serving commercial uses, and an improved pedestrian environment. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-
Range Land Use Diagram designates the Site and surrounding area as a Regional Center. The area is intended to serve as a center of the community, with residents, jobs, amenities, services, and entertainment uses. The concentration of these uses with close proximity to the Hollywood/Vine Metro Station would be consistent with goals of the General Plan with respect to providing affordable housing, reducing vehicle miles traveled, promoting the improvement of the pedestrian environment, and concentrating housing, commercial uses, and jobs within a regional center. The introduction of new residents and services will provide support for surrounding businesses, the film industry within the Hollywood area, and new neighborhood-serving commercial uses.

General Welfare. The General Plan Long-Range Land Use Diagram and Hollywood Community Plan, identify the area surrounding the Project Site as a Regional Center, referred to as “the Hollywood Center” by the Community Plan. As discussed above, this area is intended for commercial, office, and residential uses. The surrounding area is currently developed with residential uses to the west and north of the Project Site along Selma Avenue, and a mixed-use office and residential building east of the site along Gower Street. The current land use designation for the Project Site is Commercial Manufacturing, which permits a range of light industrial and manufacturing uses. The initiated General Plan Amendment to Regional Center would permit uses which correspond to the C2, C4, P, PB, RAS3, and RAS4 Zones, which would benefit the general welfare of the immediate surrounding area, as commercial space and residential units better serve the general, economic and public welfare.

Furthermore, the Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and up to 27,000 square feet of neighborhood-serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station, which would promote the use of alternative modes of travel, both for residents and visitors to the Site. Additionally, the proposed floor-to-ceiling glass storefronts, active commercial, and usable open spaces at ground level will promote a more pedestrian friendly environment. Specifically, the floor-to-ceiling glass storefronts, active ground floor uses, outdoor dining or lounge areas, and street trees will activate Selma and Argyle Avenues, facilitating pedestrian activity and additional walking destinations from the Metro Station. Last, the Project would provide short-term bicycle parking spaces along Argyle Avenue and Selma Avenue.

Good Zoning Practices. The Project proposes a new mixed-use building, including 276 dwelling units, of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project requires a General Plan Amendment from Commercial Manufacturing to Regional Center Commercial to construct Project. As identified by the General Plan Long-Range Land Use Diagram and Hollywood Community Plan, the area surrounding the Project Site is a Regional Center, called the Hollywood Center. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM (Commercial Manufacturing) and P (Automobile Parking). The CM Zone permits a range of light industrial and manufacturing uses, including uses in the C4 Zone. The Project Site is currently zoned [Q]C4-1VL-SN, which does not correspond to the Commercial Manufacturing land use designation for the Project Site. The proposed Regional Center Commercial land use designation would be consistent with the surrounding area, as well as the intent of Regional Centers as identified in the General Plan Framework Element. The Hollywood Center has developed, as intended by the Community Plan, into an active walkable community, with commerce, amenities, entertainment, and residential uses. The proposed land use designation would allow for uses which would result in uses which are more compatible with the surrounding area, as well as uses which meet several of the Hollywood Community Plan and General Plan goals. The Amendment will resolve an inconsistency.
between the existing zone and land use designation, as well as the existing zoning and land use designations of the surrounding area.

Given the existing uses, zoning and land use designations surrounding the Project Site, the General Plan Amendment from Commercial Manufacturing to Regional Center Commercial will not lead to impermissible spot zoning but, rather, correct an inconsistency as the subject site is the only one in the area that is not designated as Regional Center Commercial, and is currently zoned C4 which is not a corresponding zone for the Commercial Manufacturing land use designation. The Regional Center Commercial land use designation permits the existing C4 Zone for the Project Site, and would therefore be consistent with the surrounding area.

Last, the Project will also be compatible with surrounding uses based on its consistency with the applicable development standards in the Hollywood Community Plan, as discussed in Finding No. 2.

Therefore, the initiated General Plan Amendment to Regional Center Commercial would be in conformity with good zoning practices and development patterns in the immediate area by resolving a land use inconsistency on the Project Site, and a land use inconsistency with the surrounding area, while locating a pedestrian oriented project within a pedestrian oriented area, with walking distance to a Metro station.

**Entitlement Findings**

1. **Zone Change and Height District Change Findings**
   
a. Pursuant to Section 12.32 C.7 of the Los Angeles Municipal Code, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

   The recommended Zone and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would allow for the development of a new mixed-use project comprised of 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and two ground floor commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. As currently zoned, the Project is permitted a maximum floor area ratio (FAR) of 1.5:1 pursuant to Height District 1VL. In order for the development to be built, the Zone and Height District Change would remove an existing "Q" Condition (Ordinance 165,662) which prohibits residential uses, and change the Height District from 1VL to 2, to allow a maximum of 6:1 FAR. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The maximum Floor Area Ratio (FAR) for the Project would be increased by 20 percent in conjunction with an On-Menu Incentive requested as part of a Density Bonus entitlement. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels.

   **Public Necessity.** As described above, the City, SCAG, and the State have identified a need for housing, especially affordable housing, in local and state plans, proclamations, and goals. As zoned, the Project Site would not allow for residential uses, an acute need in the region and within Hollywood specifically. The recommended Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a Site that currently prohibits residential uses, in an area that is generally zoned for mixed-use development. The Project would provide 276 residential units, with 13 units set aside.
for Very Low Income Households, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use goals of the General Plan. The Project would contribute towards the City and region meeting its housing needs and goals, and achieving a better jobs housing balance.

The Project’s amenities and location will offer residents alternative mobility options aiding the City in its goal to reduce air pollution. The Project Site’s location within the Hollywood Center, within walking distance to high capacity transit, will reduce vehicle trips. The Project’s ground floor uses and ground floor active usable outdoor space, floor-to-ceiling glass storefronts, and prominent pedestrian entries would contribute to the pedestrian environment, while the physical contributions such as, reconstructed or repaired sidewalks, Americans with Disabilities Act (ADA) sidewalk improvements, street trees, and bicycle parking will improve the pedestrian environment. Further, the Project Site’s proximity to the numerous uses associated with the film industry provides housing opportunities within walking distance for those employees, supporting one of Hollywood’s key industries. The proposed Zone and Height District Change would allow the Project to provide the desired, intended, and planned mix of uses for the area, in addition to additional mixed-income housing with varying affordability levels, unit types, and unit sizes.

Convenience. The recommended Zone and Height District Change would facilitate the redevelopment of an existing commercial structure to allow for a new mixed-use project providing residential units, neighborhood-serving commercial uses, and an improved pedestrian environment within the Hollywood Center. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the site and surrounding area as a Regional Center. The area has been evolving into a pedestrian-oriented residential, commercial, office, entertainment, and tourism center. The additional residents and services will provide additional economic support for surrounding businesses, the film industry within the Hollywood area, and provide new neighborhood-serving commercial uses. The Project would provide these additional neighborhood-serving commercial options within walking distance for current residents, office and film industry workers, and tourists. The Project would be designed to be complementary to adjacent recently approved or constructed developments characterized by their pedestrian orientation, as well as include physical improvements around the Hollywood/Vine Metro Station. The Project’s location would allow future residents to benefit from the concentration of commercial, services, entertainment, and jobs within walking distance to the site. Further, the proposed Zone and Height District Change will resolve a zoning inconsistency on the Site resulting from AB 283, a state law that directed charter cities with more than 2.5 million in population, including the City of Los Angeles, to bring the City’s zoning and general plan into consistency, and will allow for a development consistent with the current and proposed development in the area.

General Welfare. Approval of the Zone and Height District Change would allow the development of a mixed-use project consisting of residential and commercial uses. As discussed above, the Hollywood Center is intended for commercial, office, and residential uses. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM and P. The CM Zone permits a range of light industrial and manufacturing uses. These uses would not benefit the general welfare of the immediate surrounding area, or be consistent with the intended use and character of the Hollywood Center. Further, without allowing residential uses on the site, the Project would not be able to meet the intent of the designation for the area. The surrounding area is a Regional
Center, with high capacity transit, where uses such as commercial space and residential units better serve the general welfare, economic welfare and public welfare, than solely commercial or manufacturing.

The Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and neighborhood serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station. The additional residential units and commercial uses with such proximity to a heavy rail station would promote the use of alternative modes of travel, both for residents and visitors to the site. By permitting residential uses on site, the Project would support the City’s goal of providing housing for all economic segments.

**Good Zoning Practices.** The Project proposes a mixed-use building, including 276 dwelling units, of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project Site is currently zoned [Q]C4-1VL-SN, where the “Q” Condition (Ordinance No. 165,662) prohibits residential uses, Height District 1VL permits a maximum FAR and height of 1.5:1 and 45 feet, respectively, and SN corresponds to the Hollywood Signage Supplemental Use District (HSSUD). The proposed Zone Change would remove the “Q” Condition on the site, thus allowing for residential uses.

The surrounding area is primarily zoned C4-2D-SN and has become highly concentrated with mixed-use residential developments within proximity to transit. Specifically, the Eastown-El Centro joint development to the north includes 1,042 units; the 1600 Vine development at the northwest corner of Selma and Argyle Avenues, includes 494 units; the Camden development to the west across Argyle Avenue, includes 306 units; the Columbia Square development to the east along El Centro Avenue, includes 200 units; and the Palladium Project, which abuts the Project Site to the east and south, includes 731 units. The additional residential units and commercial space would conform with goals and objectives of the Hollywood Community Plan and General Plan, such as those related to concentrating mixed-use development in regional centers, adjacent to transit, and encouraging alternative transportation to reduce vehicle tips. The Zone Change to remove the “Q” Condition on the site would be consistent with the surrounding area, as well as the Community Plan intent for this regional center.

The proposed Height District Change would change the existing Height District from 1VL to 2 for the Project Site, which would allow for up to 6:1 FAR. Surrounding parcels are predominantly zoned with Height District 2, and improved with structures ranging in height from two stories to over 20 stories. The Height District Change would be consistent with the intent and character of the Regional Center land use designation in the General Plan Framework Element. Further, the change would be consistent with Hollywood Community Plan Footnote No. 9, which limits FAR to 4.5:1 with up to 6:1 FAR with City Planning Commission approval. The Project is seeking a Density Bonus in conjunction with the Zone Change and Height District Change for a resulting FAR of 5.4:1.

The Project Site is located within walking distance to the Hollywood/Vine Metro Station, as well as numerous commercial, entertainment, amenities, entertainment, and tourism uses. The proposed Zone Change and Height District Change would result in a project which is consistent with the uses and intent of the Hollywood Center, as well as a project built at similar density, height, and scale to surrounding development. As proposed, the Project would not only provide new housing for a mix of incomes, but amenities that would improve the quality of life for existing and future residents as well as the surrounding community. For the reasons stated above, the Project would exhibit good zoning practice.
ADDITIONAL FINDINGS FOR A “T” AND “Q” QUALIFIED CLASSIFICATIONS:

b. In the consideration of a proposed change of zone it may be determined that public necessity, convenience and general welfare require that provision be made for the orderly arrangement of the property concerned into lots and/or that provision be made for adequate streets, drainage facilities, grading, sewers, utilities, park and recreational facilities; and/or that provision be made for payments of fees in lieu of dedications and/or that provision be made for other dedications; and/or that provision be made for improvements; all in order that the property concerned and the area within which it is located may be properly developed in accordance with the different and additional uses to be permitted within the zone to which the property is proposed for change.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” Conditions of approval imposed herein for the Proposed Project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

c. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The proposed Project is consistent with the character of development pattern and land use designations in the immediate vicinity, which support the goals and policies of the General Plan Framework Element. As proposed, the Zone and Height District Change to remove the “Q” Condition on site restricting residential uses, and impose Height District 2, respectively, is necessary for a development with the uses and characteristics compatible with the surrounding area, which is characterized as a mixed-use district with pedestrian orientation and active ground floor uses. The Zone and Height District Change are required to meet the goals of the General Plan and Hollywood Community Plan seeking to focus development within existing centers, specifically the Hollywood Center, by providing on-site affordable units, and locating housing adjacent to transit. As described in the Framework Element, the Regional Center Commercial land use designation typically provides for high-density districts whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to 20-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Framework Element Goal 3F envisions regional centers as mixed-use centers that provide jobs, entertainment, culture, and serve the region. Additionally, the Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, specifically with a concentration of mixed-use developments, creating a concentration of residence, commerce, and entertainment uses fit to serve as a regional destination for entertainment. Since the adoption of the Community Plan, the area has developed as intended, with mixed-use developments, with a pedestrian orientation, ground floor commercial space, and entertainment uses, creating a Citywide destination for entertainment and commerce.

The Project proposes a maximum FAR of 5.4:1 consistent with FAR permitted in Height District 2, and Hollywood Community Plan Footnote No. 9, which limits the FAR for the site to 4.5:1, with a maximum of 6:1 with approved through City Planning Commission.
The Project’s FAR is consistent with Regional Center FAR in the General Plan Framework Element, with identifies the area as a Regional Center, as well as the Hollywood Community Plan. The FAR proposed by the Project is also consistent with the intent and goals of the General Plan and Community Plan for development surrounding a high capacity transit station such as the heavy rail station 0.25 miles from the Project Site. Furthermore, the Project’s height, form, setbacks, density, and uses will be consistent with surrounding developments. Directly abutting the Project Site to the east and south is the recently approved Palladium Project, which proposes two 28-story towers. Farther to the east, along Gower Street, the Columbia Square development includes multiple buildings with heights ranging from seven to 20 stories. Further north along Argyle Avenue, buildings range in height from eight to 13 stories. At the northwest corner of Argyle Avenue and Sunset Boulevard, and at the northeast corner of Sunset Boulevard and Vine Street, are an office building and residential tower, respectively, both in excess of 20 stories. The Project includes well-lit, active ground-floor uses, treated with floor-to-ceiling glass storefronts; an outdoor dining or residential amenity area; street trees; and short-term bicycle parking along Selma Avenue and Argyle Avenue, facilitating walking and bicycling trips. The ground floor treatment, uses, and form will create a continuity in the pedestrian environment along both Selma Avenue to the east and west and Argyle Avenue to the north and south. Both Selma Avenue and Argyle Avenue are developed with mixed-use developments, consisting of ground floor commercial spaces with floor-to-ceiling glass, minimal setbacks, street trees, consistent streetwalls, prominent residential entries, and street facing residential uses above the ground floor. The pedestrian realm treatment of the site would continue and connect to existing and planned development in the area, creating a walkable environmental within 0.5 miles of the Hollywood/Vine Metro Station. The uses, form, circulation, and design would be consistent with existing development, proposed projects, and those currently under construction with similar designs.

The proposed “Q” Conditions, which would limit the scale and scope of future development on the Site, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community. Therefore, as conditioned, the Project Site will be compatible with existing and future development in the area. In addition, the “Q” Conditions will ensure that the project is constructed as approved herein.

d. That the project will secure an appropriate development in harmony with the objectives of the General Plan.

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground-floor commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment 0.25 miles from the Hollywood/Vine Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor area as a residential amenity along Selma Avenue, and an outdoor area for the grocery use along Argyle Avenue.

The Project’s proposed mix of uses, under both Options, are consistent with the surrounding area and will secure an appropriate development in harmony with the objectives of the General Plan. The Project Site is located within the Hollywood Center,
an area with a high concentration of uses within walking distance and well served by
transit, and with a recommended General Plan land use designation of Regional Center
Commercial and (T)(Q)C4-2D-SN Zone. The surrounding parcels are designated
Regional Center Commercial, with zones of C4-2D and C4-2D-SN. The Hollywood Center
is intended by both the General Plan Long-Range Land Use Diagram and Hollywood
Community Plan as a Regional Center, a focal point of the community with mixed-use,
commercial, residential, and office uses. The Project proposes to resolve the zoning and
land use designation conflict for the site, bringing the site into compliance with the intent
of the Hollywood Community Plan and General Plan Long-Range Land Use Diagram, as
well as with the built form of the neighborhood. The Project is consistent with the goals,
policies, and objectives of the General Plan and the Hollywood Community Plan by
locating housing adjacent to transit, within an established center. The Project would
provide both market-rate and affordable housing, a pedestrian-oriented design, and a
development which complements the surrounding community in form, economic, social,
and practical function. As such, the Project will secure an appropriate development in
harmony with the objectives of the General Plan.

2. Density Bonus/Affordable Housing Incentives Program Findings

The following are the findings and the application of the related facts as related to the request
for a 14-percent Density Bonus, in conjunction with one On-Menu Incentive for a 20 percent
increase in the maximum permitted Floor Area Ratio (FAR), for the construction, use, and
maintenance of a seven story, mixed-use building consisting of 276 dwelling units, of which
five (5) percent, or 13 units, of the permitted base density of 242 units, would be set aside for
Very Low Income Households, and up to 27,000 square feet of ground floor commercial
space. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Government Code Section
65915(d), the City Planning Commission shall approve a Density Bonus and requested
incentive(s) unless the City Planning Commission finds that:

a. The incentives do not result in identifiable and actual cost reductions to provide for
affordable housing costs as defined in California Health and Safety Code Section
50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Commission to
make a finding that the requested On-Menu Incentive does not result in identifiable and
actual cost reductions to provide for affordable housing costs per State Law. The California
Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating
affordable housing costs for Very Low, Low, and Moderate Income Households. Section
50052.5 addresses owner-occupied housing and Section 50053 addresses rental
households. Affordable housing costs are a calculation of residential rent or ownership
pricing not to exceed 25 percent gross income based on area median income thresholds
dependent on affordability levels.

The list of on-menu incentives in LAMC Section 12.22 A.25 were pre-evaluated at the time
the Density Bonus Ordinance was adopted to include types of relief that minimize
restrictions on the size of the project. As such, the Department will always arrive at the
conclusion that the Density Bonus On-Menu Incentive will result in identifiable and actual
cost reductions that provide for affordable housing costs because the incentive by nature
increase the scale of the Project.

The requested On-Menu Incentive for an increase in FAR, is expressed in the Menu of
Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning
requirements that result in building design or construction efficiencies that provide for
affordable housing costs. The requested incentives allow the developer to expand the
building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the Applicant’s decision to set aside 13 Very Low Income dwelling units for 55 years.

In conjunction with the requested Zone Change, and pursuant to LAMC 12.22 A.18(a), the Project Site is permitted to have a base density of 242 units, for a Project Site that is 48,403 square feet in size. The Project is setting aside 13 units (or five [5] percent of the base permitted density) for Very Low Income Households and is therefore eligible for a 20 percent density bonus, pursuant to LAMC Section 12.22 A.25(c)(1), or 49 additional units, for a total of 291 units. However, the Project is choosing to utilize only a 14-percent density bonus, or 34 additional units, for a total of 276 units.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(c), projects which set aside a minimum of five (5) percent of the 242 base units for Very Low Income Households, are also eligible for one On-Menu Incentive. In this instance, the Project is requesting an On-Menu Incentive for an FAR increase equal to the density bonus for which the Project is eligible, or 20 percent.

**On-Menu Incentive (Floor Area Ratio)**

The recommended (T)(Q)C4-2D-SN Zone with a Regional Center Commercial land use designation under the Hollywood Community Plan includes Footnote No. 9, which limits FAR for C4 Zones to 4.5:1, with up to 6:1 FAR with City Planning Commission approval. The by-right FAR for the Project in conjunction with the proposed Height District Change would permit a maximum of 217,813 square feet of floor area. In conjunction with the FAR increase, the Project qualifies for a maximum 5.4:1 FAR, or 261,376 square feet. The Project proposes a maximum 5.4 FAR, or 260,250 square feet. The proposed 5.4:1 FAR creates 42,437 additional square feet. In conjunction with the increased density discussed above, the Project is able to provide additional housing units on the site, with multiple room configurations, additional living space, and with additional amenities for residents, as a result of the floor area increase. This incentive supports the Applicant’s decision to set aside 13 Very Low Income Units (or 5 percent of base units) for 55 years.

b. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that significant, quantifiable, direct and unavoidable impacts will occur. Therefore, there is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources.
3. Conditional Use Beverage Findings

The following are the findings and the application of the relevant facts as related to the request for a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. In order for the Master Conditional Use Permit to be granted, all of the legally mandated findings delineated in LAMC Sections 12.24 E and 12.24 W.1 must be made in the affirmative:

a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.

The Project proposes the development of a new mixed-use project comprise of 276 dwelling units, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels. The Project requests a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. The commercial establishments in both options will be located at street level along existing commercial corridors along Argyle Avenue and Selma Avenue.

The Hollywood Community Plan identifies the area as part of the Hollywood Center, a focal point of the Community Plan Area. As described in the Community Plan, this focal point would include commercial uses, office, residential, and entertainment uses. Both Options would improve the ground floor pedestrian environment by providing direct entrances from the street via a corner plaza, and usable outdoor space at Selma and Argyle Avenues, utilized as outdoor dining under Option 1, and usable outdoor areas for outdoor dining for grocery use and a residential amenity under Option 2, street trees, and sidewalk improvements. The Project Site is located within walking distance to transit, retail, restaurant, entertainment, theaters, hotels, and services within the Hollywood Center. The proposed uses would add additional options within the center for residents, visitors, and tourists.

The availability of alcoholic beverages in commercial uses is a customary and incidental component of restaurant and grocery stores. For example, restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments. Similarly, grocery stores routinely sell alcohol as part of their operations. Alcohol sales for both restaurant and grocery uses will improve the economic viability of either use, allowing for a neighborhood-serving commercial use. The Project’s commercial uses will serve as an attraction for visitors, tourists and neighbors in the area and will reduce the need for local residents and guests of the nearby W Hotel, at the corner of Hollywood Boulevard and Argyle Avenue, as well as other nearby hotels, to travel to other areas for dining and entertainment experiences.
Therefore, as conditioned, permitting the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three retail and/or establishments, and on-site and off-site consumption for a grocery store will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

b. That the project’s location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project proposes a new mixed-use building, including 276 dwelling units and ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a 5.4:1 FAR. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would include residential and commercial uses consistent with the surrounding area and Regional Center designation. The Project would be seven stories, with active ground floor uses, floor-to-ceiling glass storefronts, physical improvements to the pedestrian realm, and built to the property lines along Argyle and Selma Avenues. The Project includes usable outdoor space along the ground floor for outdoor dining under Option 1, and outdoor dining and residential amenities under Option 2. The area is appropriate for the sale and dispensing of alcohol given that the Hollywood Center is identified as the focal point of the community by the Hollywood Community Plan, and has become an entertainment and tourism destination within the City. The Project design, height, size, and operations would be similar to numerous surrounding developments with residential uses, ground floor commercial space, pedestrian design, minimal setbacks at the ground floor, and heights ranging from two to 20 stories, including the eight-story Camden development, the 13-story 1600 Vine development, the six-story Eastown-El Centro joint development, the 22-story Columbia Square development, and the approved, but not constructed, 28-story Palladium Project. Adjacent entertainment uses are within walking distance from the Project Site, including the Palladium Theater to the south, Pantages Theater to the north, and Arclight Complex to the west. Alcohol sales would be compatible with and continue to add to the diversification of commercial activities, further contributing to the vitality and attractiveness of the regionally significant area.

No evidence was presented at the Hearing Officer hearing or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. While Selma Avenue Elementary and Joseph Le Conte Middle School are located within one-half mile from the Project Site, both schools are buffered by major streets such as Cahuenga Boulevard and Sunset Boulevard, as well as a wide variety of existing commercial and residential structures, varying in height from one to 20 stories.

All establishments serving alcohol will be carefully controlled and monitored through the imposition conditions related to site maintenance, loitering, specialized training programs for employees, and consultation with LAPD. As a condition of this grant, each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this Master Conditional Use must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage.
Thus, as conditioned, the Project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC. The Land Use Element of the City’s General Plan divides the city into 35 Community Plans. The Project proposes a General Plan land use designation of Regional Center Commercial, consistent with surrounding properties. The Hollywood Community Plan Map designates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project is consistent with the underlying C4 Zone, which is intended to provide for commercial uses, including residential uses. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan.

The Project proposes two ground floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store, along with required parking facilities. The sale of a full line of alcoholic beverages in conjunction with retail and/or restaurant, or a grocery store use, would be consistent with the following objectives of the Community Plan:

**Objective No. 1:** To further the development of Hollywood as a major center of population, employment, retail service and entertainment.

**Objective No. 4:** To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project Site is located within the Hollywood Center, as identified by the Community Plan. The Community Plan encourages new uses, which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. Nearby attractions include the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, Pantages Theater, Palladium Theater, etc., promoting visitors to the area for business, entertainment events such as the Academy Awards and tourism. The Project would provide commercial uses and restaurants with alcohol to further the existing activity within the heart of Hollywood thus promoting the development of Hollywood as a major center of population, employment, retail service and entertainment, and economic well-being and public convenience through the allocation and distribution commercial lands for retail service.

d. The proposed use will not adversely affect the welfare of the pertinent community.

The subject property is located directly within the Hollywood Center, as well as adjacent to various hotel, tourist attractions and entertainment uses. Multi-family residential is also located in the vicinity of the Project Site, ranging from single story to high-rise towers. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood, especially entertainment districts, such as the Hollywood Center. As the Hollywood Center is one of
the entertainment destinations in the region, alcohol services are common in the vicinity, and even necessary for the entertainment uses in the area. The surrounding area is characterized by various alcohol related uses and the introduction of another such establishment would not create an adverse or unique condition. As conditioned, the sale of a full line of alcoholic beverages for on-site and/or off-site consumption in conjunction with the operation of new commercial establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, escort services, and loitering are mitigated by the imposition of conditions requiring deterrents against loitering and responsible management.

As part of the Plan Approval process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of beer and wine including training provided by the LAPD Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and/or off-site consumption at this location will further support and augment the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

e. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria in 2018, two (2) on-sale and three (3) off-sale licenses are allocated to Census Tract No. 1910.00. There are currently a total of 42 licenses (98 on-site and 6 off-site) in this Census Tract.

According to statistics provided by the LAPD’s Central Division, within Crime Reporting District No. 647, which has jurisdiction over the subject property, a total of 689 crimes were reported in 2018 (348 Part I and 341 Part II crimes), compared to the total citywide average of 185 crimes for the same reporting period.

Part I Crimes reported by LAPD include, Rape (6), Robbery (26), Aggravated Assault (36), Burglary (12), Auto Theft (32), and Larceny (235). Part II Crimes reported include, Other Assault (29), Forgery/Counterfeit (2) Embezzlement/Fraud (3), Received Stolen Property (1), Weapons Violation (12), Prostitution Related (8), Sex Offenses (6), Offenses Against Family (1), Narcotics (50), Liquor Laws (9), Public Drunkenness (3), Disturbing the Peace (1) Disorderly Conduct (8), DUI related (36), Moving Traffic Violations (14), and other offenses (92). There were no crimes related to Homicide, Manslaughter or
Gambling. Of the 689 total crimes reported for the census tract, 36 arrests were made for driving under the influence and three (3) for public drunkenness.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. No information was provided by LAPD showing that the approval of the Master Conditional Use Permit would negatively impact the neighborhood; however, LAPD has submitted recommended Conditions of Approval to be placed on the Project. Of the 689 arrests in the crime district, only seven (7) percent, or 48 of the total 689 arrests, were for alcohol-related offenses, and five (5) percent, or 36 offenses, were for driving under the influence (DUI). The above figures indicate that the mixed-use development is located in a high crime reporting district. Due to high crime statistics, conditions typically recommended by LAPD, such as those related to the STAR Program and age verification, have been imposed. Any concerns associated with an individual venue can be addressed in more detail through the required Plan Approval, providing an opportunity to consider more specific operational characteristics as a tenant is identified and the details of each venue are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions at that time. Therefore, approval Project request for the sales and service of a full line of alcoholic beverages for on-site and off-site consumption would not result in an undue concentration.

f. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The Project Site is zoned for commercial uses and will continue to be utilized as such with the development of new restaurant, retail and/or grocery store uses on the Project Site. Following are surrounding sensitive uses within a 1,000-foot radius of the site:

- Southern California Hospital At Hollywood
- Frances Howard Goldwyn – Hollywood Regional Branch Library
- Montessori Shir Hashirim

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The Southern California Hospital at Hollywood is located three blocks to the south, separated by intervening development ranging in height from two stories to seven stories, including various uses, and Sunset Boulevard with a width of 100 feet. The Frances Howard Goldwyn – Hollywood Regional Branch Library is located approximately three blocks to the west, separated by multiple structures ranging in height from two stories to ten stories. Finally, the Montessori School is located approximately two blocks to the east and one block north, separated by multiple structures and Gower Street with a width of 72 feet. Potential effects of excessive noise or disruptive behavior would be addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant, retail, or grocery use in lieu of uses such as pool halls or
lounges. The Project, as proposed, is consistent with the zoning and in keeping with the existing uses adjacent to the development. The surrounding area is primarily zoned C4, with a General Plan land use designation of Regional Center Commercial. Surrounding developments are generally improved with mixed-use developments ranging in height from two stories to 20 stories, with ground floor commercial uses, and residential uses. The proposed neighborhood serving commercial uses would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

4. Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative in order to permit a mixed-used development that results in the creation of 276 net new residential units.

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

The Project Site is located within the Hollywood Community Plan area, adopted by the City Council on December 13, 1988. The Project is requesting a General Plan Amendment to designate the Site Regional Center Commercial. The Plan Map delineates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project Site is zoned [Q]C4-1VL-SN. The C4 Zone permits uses consistent with commercial and multi-family residential uses.

The Project proposes a mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store.

As discussed above, the Project meets the goals and objectives of the General Plan by locating a new mixed-use development within an existing Regional Center that is walking distance to transit. The Hollywood Center is an existing concentration of retail, restaurant, amenities, entertainment, services, and jobs to which the Project would contribute and from which residents of the Project would benefit. In addition, the Project will provide affordable housing and various unit arrangements which would meet the needs of multiple segments of the population. The proposed commercial space would provide jobs and commercial uses which support the economic base of the area, and offer additional options for neighboring residents. The proposed physical improvements and design would support pedestrian and bicycle access, and support healthy living environment within the development by promoting active transportation, utilizing low Volatile Organic Compound (VOC) materials, and implementing energy and water efficient elements in the Project.

The Project meets the goals of the Hollywood Community Plan by providing housing and uses which support the economic well-being of the community, support public convenience, provide additional housing opportunities for the community, and further the Hollywood Center as both the focal point of the community and a major center of the City. The Project would also meet the goals of the Hollywood Redevelopment Plan by concentrating high density development with direct access to transit, incorporating design which complements the surrounding area, and providing housing which will support balance in the community.
Therefore, the Project is in substantial conformance with the purposes of the General Plan, the Hollywood Community Plan, the Housing Element of the General Plan, and the Hollywood Redevelopment Plan.

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

The Project proposes a mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The surrounding area is highly urbanized and land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity mixed-use, commercial, institutional and residential uses. Properties located to the north of the Project Site across Selma Avenue include a two-story commercial building and a surface parking lot. Properties located to the south are developed with the Palladium Theater and associated surface parking lots. Properties located to the east of the Project Site are developed with surface parking lots supporting the Palladium Theater, and the 20-story, mixed-use Columbia Square a development across El Centro Avenue. Properties to the west and northwest are developed with the eight story Camden development and 13-story 1600 Vine development, respectively. The properties located to the southwest of the Project Site are developed with a 22-story office building at the corner of Sunset Boulevard and Argyle Avenue. Beyond these land uses are other mid-to high-rise commercial, residential, and mixed-use buildings, including the Hollywood Plaza Building and Hollywood W Hotel and Residences to the northwest. Other two- and four-story commercial and residential structures front the site immediately north and northeast across Selma Avenue.

The following elements are incorporated into the Project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories, active ground floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts ground floor materials, and consistent streetwalls which create a coherent pedestrian realm. The Project utilizes balconies as vertical and horizontal articulation to reduce bulk and mass. At the corner of Argyle and Selma Avenues, the Project includes a ground floor plaza, with entrances to the commercial uses under Option 1, and the residential amenities under Option 2. The Project’s plaza and ground floor treatments include a strong horizontal datum, consistent application of vision glass, metal, and color, which differentiate the ground floor uses from the residential uses above. Above the ground floor, the Project includes a rounded corner and glass balconies with glass and metal railings. The materials and ground floor treatment is consistent with the surrounding area in the ground floor differentiation, consistent application of materials between residential and commercial uses, and while the rounded corner element is unique, it would be complementary to surrounding design and serve as the focal point of the development.

Building Orientation/ Frontage. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories in height, active ground-floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts, and consistent streetwalls which create a coherent pedestrian realm. The Project has designed the
ground floor of the building to be pedestrian-oriented, with a slight inset at the ground floor along Argyle and Selma Avenues to expand the sidewalk in front of the Project. In addition, Option 1 would include retail and restaurant space along Selma Avenue and Argyle Avenue, while Option 2 would include a residential amenity and grocery store.

**Height/Bulk.** The Project is comprised of a seven-story, mixed-use building, measuring 99 feet in height, with four levels of subterranean parking. All levels would be a uniformly massed, with a consistent streetwall and a building façade that is articulated with changes in materials, planes and balconies, which create rhythm and visual interest, and reduce the perceived bulk of the building. Window patterns, changes in material, arrangement of balconies, and fenestration prevent a monolithic character. Through architectural design and site planning, the Project’s perceived height and bulk are reduced.

**Setbacks.** In conjunction with the Zone Change, the Project will be subject to the setback and density regulations of the C4 Zone. Per Case No. VTT-74566, the Deputy Advisory Agency designated Argyle Avenue as the front yard, and granted a 20 percent rear yard reduction. The Project proposes zero setbacks along Selma and Argyle Avenues, an 11-foot setback along the south elevation and a 15-foot, 6-inch setback at the east elevation.

**Off-Street Parking and Driveways.** Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. In each case, the vehicular driveway is the minimum width required to be as efficient as possible. Primary vehicle access will be provided on Selma Avenue for both Options 1 and 2, for through access and parking. The driveways, loading area, and the additional loading area included in Option 2 are sufficient distances from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with Los Angeles Department of Transportation (LADOT) standards and approvals.

**Building Signage and Lighting.** Project signage would comply with the provisions of the Hollywood Signage Supplemental Use District, and no off-site signage is proposed as part of the Project. Wayfinding signs will be located at parking garage entrances, elevator lobbies, retail entrances, and residential entrances. In addition, any illuminated signs would be required to comply with the Hollywood Signage Supplemental Use District illumination screening regulations. The Project would include architectural lighting, lighting at entrances and exits, pedestrian lighting along the right-of-way, and interior lighting. All on-site lighting will comply with regulatory requirements, including the requirements that are set forth by CalGreen and Title 24 that stipulate the use of high performance lights with color and glare control. The Project proposes an architectural lighting feature along the balconies at Floors 2 through 6 at varying locations along Selma and Argyle Avenues. The feature would not be invasive nor affect the right-of-way or sidewalk. All on-site exterior lighting will be automatically controlled to illuminate according to the time of day or conditions. In addition, design elements will be incorporated to limit the direct view of the light source surface for all exterior light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Finally, all new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.
Open Space and On-Site Landscaping. Option 1 would provide 28,665 square feet of usable open space, while Option 2 would provide 28,785 square feet of usable open space. Common open space for both options would be comprised of 25,228 square feet of amenities and consists of a 4,731 square-foot interior courtyard located on the Level 2, and includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas, a 3,632 square-foot landscaped rear yard area on the podium level, and a 1,576 square-foot amenity terrace located on Floor 7. Both Options 1 and 2 would provide private open space in the form of balconies at each elevation totaling 11,800 square feet.

Pursuant to LAMC Section 12.21 G.2(a)(3), the Project is required to provide a minimum of 25 percent of provided common open space area, or 3,556 square feet as landscaped area, and one tree per every four units, or 69 trees. Both Options provide a total of 5,849 square feet of landscaped area, with 72 total trees. Landscaping is located on the Level 2, in an interior courtyard, and a landscaped area within the rear yard that is accessible to residents. Last, the Project provides 72 street trees located at the ground floor along Selma Avenue and Argyle Avenue.

Trash Collection. The trash areas are located in enclosed trash rooms within the building, and are not visible from the public right-of-way. Residential trash rooms are located on all seven floors. The commercial trash room is located on the ground floor adjacent to a loading area, and is also fully enclosed and not visible from the public right-of-way.

Loading Areas. The Project proposes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. The loading space under both options is not located near a pedestrian entry or commercial entry.

In conclusion, the Project consists of a mixed-use building with off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

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

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

Option 1 would provide 28,665 square feet of open space, while Option 2 would provide 28,785 square feet of open space, comprised of a podium level outdoor amenity space.

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consisting of an interior courtyard, which includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas; a 3,632 square-foot landscaped rear yard area, accessible from the second floor, and 1,576 square-foot amenity terrace located on the seventh floor. Interior open space would consist of a lounge, recreation room, clubhouse, theater room, editing, and production space, at the ground floor. At the second floor, the Project would include a yoga studio, indoor/outdoor lounge, and fitness and wellness center as interior amenities, and an outdoor courtyard located interior to the building, including a pool, spa, outdoor cooking facilities, fire pits, gathering space, and landscaping that is open to the sky. The Project would also provide private open space in the form of balconies along each elevation from Floors 2 through 7. The Project would also include includes trash rooms at floors two through seven. Therefore, the Project would provide recreational and service amenities for residents, and would minimize impacts on surrounding properties.

**Environmental Findings**

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an Environmental Impact Report (EIR), under Case No. ENV-2016-3743-EIR (State Clearing House No. 2017081039), consisting of a Draft EIR dated April 18, 2019, and a Final EIR, dated October 17, 2019, and an Erratum dated November 1, 2019 (Modera Argyle Project EIR). Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the Project at 1546 Argyle Avenue, consisting of the demolition of a surface parking lot and six commercial buildings totaling 61,816 square feet of floor area and the development of a new mixed-use building, including 276 dwelling units and up to 24,000 square feet of ground floor retail and restaurant uses. Alternatively, a 27,000 square-foot grocery store could be constructed in lieu of the proposed retail and restaurant uses. Of the 276 dwelling units, five (5) percent of the permitted base density, would be set aside for Very Low Income Households. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a FAR of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The subject property is a 1.11-acre site located at 1546 North Argyle Avenue and 6224 West Selma Avenue in the Hollywood area of Los Angeles (Site or Project Site).

In a Letter of Determination dated November 15, 2019, the City's Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project’s Vesting Tentative Tract map (VTT). No appeals for the Project were received. A Notice of Determination was filed on November 26, 2019 with the Los Angeles County Clerk.

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

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration
due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

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

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Exhibit "B", are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.
RESOLUTION

WHEREAS, the subject project is located within the area covered by the Hollywood Community Plan ("Community Plan"), adopted by the City Council on December 13, 1988; and

WHEREAS, the City Planning Commission, at its meeting on January 23, 2020, recommended approval of an amendment to re-designate the Project Site located at 1546 North Argyle Avenue and 6224 West Selma Avenue, from Commercial Manufacturing to Regional Center Commercial; and recommended approval of a Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN; and

WHEREAS, the approved Project is for the demolition of a surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground floor commercial options: Option 1 would be comprised of 24,000 square feet of retail and restaurant uses, while Option 2 would be comprised of a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Hollywood Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the Regional Center Commercial land use designation and the (T)(Q)C4-2D-SN Zone will allow the Project as described above, which is consistent with the Plan and Zone; and

WHEREAS, the subject proposal has been assessed in the Environmental Impact Report (EIR) No. ENV-2016-3743-EIR (State Clearing House No. 2017081039) (including the Draft EIR dated April 18, 2019, Final EIR, dated October 17, 2019, and Erratum dated November 1, 2019 [Modera Argyle Project EIR]). certified on November 15, 2019; and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

NOW, THEREFORE, BE IT RESOLVED that the Hollywood Community Plan be amended as shown on the attached General Plan Amendment Map.
RESOLUTION

WHEREAS, the subject project is located within the area covered by the Hollywood Community Plan ("Community Plan"), adopted by the City Council on December 13, 1988; and

WHEREAS, the City Planning Commission, at its meeting on January 23, 2020, recommended approval of an amendment to re-designate the Project Site located at 1546 North Argyle Avenue and 6224 West Selma Avenue, from Commercial Manufacturing to Regional Center Commercial; and recommended approval of a Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN; and

WHEREAS, the approved Project is for the demolition of a surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground floor commercial options: Option 1 would be comprised of 24,000 square feet of retail and restaurant uses, while Option 2 would be comprised of a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Hollywood Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the Regional Center Commercial land use designation and the (T)(Q)C4-2D-SN Zone will allow the Project as described above, which is consistent with the Plan and Zone; and

WHEREAS, the subject proposal has been assessed in the Environmental Impact Report (EIR) No. ENV-2016-3743-EIR (State Clearing House No. 2017081039) (including the Draft EIR dated April 18, 2019, Final EIR, dated October 17, 2019, and Erratum dated November 1, 2019 [Modera Argyle Project EIR]). certified on November 15, 2019; and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

NOW, THEREFORE, BE IT RESOLVED that the Hollywood Community Plan be amended as shown on the attached General Plan Amendment Map.
To: The Council

From: Mayor

Date: 04/27/2020

Council District: 13

A Proposed General Plan Amendment for Property Located at 1546 North Argyle Avenue and 6224 West Selma Avenue within the Hollywood Community Plan (Case No. CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR)

I herewith approve the City Planning Commission’s action and transmit this matter for your consideration.

ERIC GARCETTI
Mayor
February 6, 2020

Honorable Eric Garcetti, Mayor
City of Los Angeles
City Hall, Room 305
Los Angeles, CA 90012

Dear Mayor Garcetti:

A PROPOSED GENERAL PLAN AMENDMENT FOR PROPERTY LOCATED AT 1546 NORTH ARGYLE AVENUE AND 6224 WEST SELMA AVENUE WITHIN THE HOLLYWOOD COMMUNITY PLAN; CASE NO. CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR; COUNCIL DISTRICT NO. 13

Pursuant to the provisions of Section 551, 555 and 558 of the City Charter, transmitted herewith is the January 23, 2020 action of the City Planning Commission recommending approval of a proposed General Plan Amendment to the Hollywood Community Plan to re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial. The City Planning Commission recommended approval of a concurrent Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN.

The proposed General Plan Amendment is submitted to you for your recommendation, which is to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code. The Vesting Zone Change and Height District Change will be transmitted to you following City Council’s action.

The City Planning Commission, as evidenced by the attached Findings, has determined that the proposed land use designation will conform to the City’s General Plan, will be compatible with adjacent land uses, and is appropriate for the site.

RECOMMENDATION

That the Mayor:

1. Concur in the attached action of the City Planning Commission relative to its recommended approval of the proposed General Plan Amendment for the subject property; and

2. Recommend that the City Council adopt the attached Findings of the City Planning Commission relative to the General Plan Amendment; and
3. **Recommend** that the City Council adopt, by Resolution, the Plan Amendment to the Hollywood Community Plan, as shown in the attached exhibit; and

4. **Recommend** that the City Council direct staff to revise the Hollywood Community Plan in accordance with this action.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Debbie Lawrence, AICP
Senior City Planner

VPB:DL:MN:JM

Enclosures
February 6, 2020

The Honorable City Council
City of Los Angeles
City Hall, Room 395
Los Angeles, California 90012

Dear Honorable Members:

A PROPOSED GENERAL PLAN AMENDMENT, VESTING ZONE CHANGE AND HEIGHT DISTRICT CHANGE FOR THE PROPERTY LOCATED AT 1546 NORTH ARGYLE AVENUE AND 6224 WEST SELMA AVENUE WITHIN THE HOLLYWOOD COMMUNITY PLAN; CASE NO. CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR; COUNCIL DISTRICT NO. 13

Pursuant to the provisions of Section 551, 555 and 558 of the City Charter, transmitted herewith is the January 23, 2020 action of the City Planning Commission recommending approval of a proposed General Plan Amendment to the Hollywood Community Plan to re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial. The City Planning Commission recommended approval of a concurrent Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN.

The City Planning Commission, as evidenced by the attached Findings, has determined that the proposed General Plan Amendment, Vesting Zone Change and Height District Change is consistent with the City’s General Plan, will be compatible with adjacent land uses, and is appropriate for the site.

The proposed General Plan Amendment was submitted to the Mayor, whose recommendation will be forwarded to you as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the City Council:

1. Find, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project was assessed in the EIR No. ENV-2016-3743-EIR (State Clearing House No. 2017081039) which includes the Draft EIR dated April 2019, the Final EIR, dated October 2019, and Erratum dated November 2019 (Modera Argyle EIR), previously certified on November 6, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.
2. Concur in the attached action of the City Planning Commission relative to its recommended approval of the General Plan Amendment for the subject property; and

3. Concur in the attached action of the City Planning Commission relative to its recommended approval of the Vesting Zone Change and Height District Change for the subject property; and

4. Adopt the attached Findings of the City Planning Commission as the Findings of the City Council;

5. Adopt, by Resolution, the proposed Plan Amendment to the Hollywood Community Plan as set forth in the attached exhibit; and

6. Adopt the Ordinance changing the zone to (T)(Q)C4-2D-SN, subject to the (T) Tentative Classification, (Q) Qualified Classification and “D” Development Limitations as set forth in the attached exhibit; and

7. Direct staff to revise the Hollywood Community Plan Map in accordance with this action.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Debbie Lawrence, AICP
Senior City Planner

VPB:DL:MN:JM

Enclosures
ORDINANCE NO. ________________


THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:
(Q) QUALIFIED CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped Exhibit “A” and dated January 8, 2020, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. The project shall be constructed in a manner consistent with the following:

   a. A maximum of 276 residential units, of which 13 units (or 5 percent of base density of 242 units) shall be set aside for Very Low Income Households; and

   b. Commercial space in the form of:

      i. **Option 1.** A maximum of 24,000 square feet of retail/restaurant uses; or

      ii. **Option 2.** A maximum of one (1) establishment comprised of 27,000 square feet for a grocery store.

2. **Use.** The use and area regulations of the development shall be for uses as permitted in the C4 Zone, as defined in LAMC Section 12.16.

3. The use and development of the 276 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). To enable the TORS apartment/hotel hybrid use, the applicant is required to request a Conditional Use Permit.
D LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 5.4:1 floor area ratio (FAR), or a total of 261,376 square feet.

2. **Building Height.** Building height shall be limited to a maximum height of 99 feet, 1 inch, consistent with Exhibit “A”.
Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the Los Angeles City Planning Commission on January 23, 2019 recommends this ordinance BE ADOPTED by the City Council.

By

Cecilia Lamas
Commission Executive Assistant

File No.________________________

CITY CLERK

MAYOR

Ordinance Passed________________

Approved______________________
CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.22 A.25, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code (LAMC), the following conditions are hereby imposed upon the use of the subject property:

Density Bonus Conditions

1. Development Services Center. Prior to sign-off on building permits by the Department of City Planning’s Development Services Center for the project, the Department of City Planning’s Major Projects Section shall confirm, via signature, that the project’s building plans substantially conform to the conceptual plans stamped as Exhibit “A”, as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

2. Residential Density. The project shall be limited to a maximum density of 276 residential units.

3. Affordable Units. A minimum of 13 units, or five (5) percent of the 242 base permitted dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2). In addition to the affordable units pursuant to Density Bonus, the applicant must provide as many replacement units affordable to Low or Very Low Income households to comply with the Determination made by the HCIDLA for replacement units. Affordable units required as replacement units shall be an equivalent type as those units being replaced.

4. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25(a-d).

5. Housing Requirements. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 13 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

6. Floor Area Ratio (FAR). The requested On-Menu Incentive allows for the Floor Area Ratio to be increased by 20 percent, resulting in no greater than a 5.4:1 FAR.

7. Automobile Parking for Residential Uses. Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which permits one on-site parking space for each residential unit with one or fewer bedrooms; two on-site parking spaces for each
residential unit with two to three bedrooms; and two-and-one-half parking spaces for each residential unit with four or more bedrooms.

8. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

**Site Plan Review**

9. **Argyle and Selma Avenue Corner.** The Applicant shall submit a revised "Exhibit A" which incorporates architectural design changes at the corner of Selma Avenue and Argyle Avenue that reduce bulk and presence above the ground floor, including any necessary changes to massing, to the satisfaction of the Department of City Planning (DCP). Revised Plans shall be stamp-dated upon approval by DCP staff.

10. **Ground Floor Stepback.** The Project shall provide stepbacks from the property line at the ground floor no less than:
    a. Three feet along Argyle Avenue, spanning the frontage of the commercial use(s), where structurally feasible; and
    b. Three feet along the Selma Avenue frontage, where structurally feasible.

11. **Street Trees.** The Project shall provide five (5) street trees along Selma Avenue and seven (7) street trees along Argyle Avenue.

12. **Commercial Parking.** Commercial parking shall be provided in compliance with LAMC Section 12.21 A.4(x)(3).

13. **Bicycle Parking.** Bicycle parking shall be provided consistent with Ordinance No. 185,480, which amended Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code to update the bicycle parking regulations, effective on May 9, 2018.

14. **Electric Vehicle Parking.**

   a. **EV Ready.** The project shall include at least 30 percent of the total code required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating amperacy.

   b. **EV Installed.** Of the 30 percent EV Ready, five (5) percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

   c. **Non-required Parking.** Any parking spaces which are provided in excess of the Code-required parking requirement shall be capable of supporting EVSE and installed with EV chargers to immediately accommodate electric vehicles within the parking areas. The parking spaces shall be designed and labeled for EV chargers consistent with the requirement for Required Parking. It shall be at the
Applicant’s discretion to designate these spaces for residential or commercial uses.

d. When the application of either the 30 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating “EVCAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

15. **Rooftop Solar Photovoltaic.** A minimum of 15 percent of the rooftop area shall be installed with solar panels as shown on the roof plan to be maintained for the life of the project. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

16. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

17. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.

18. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit “A”.

   a. **Tree Wells.**

   i. The minimum depth of tree wells shall be as follows:
      1. Minimum depth for trees shall be 42 inches.
      2. Minimum depth for shrubs shall be 30 inches.
      3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
      4. Minimum depth for an extensive green roof shall be three inches.

   ii. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
      1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
      2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
      3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

   b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.

   c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

19. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

20. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material,
pursuant to Municipal Code Section 91.8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

21. **Trash/Storage.**
   a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
   b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
   c. Trash/recycling containers shall be locked when not in use.

22. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

23. **Signage.** All on-site and off-site Signage shall comply with the Hollywood Signage Supplemental Use District (HSSUD).

24. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

**Master Conditional Use**

25. Approved herein is a Master Conditional Use Permit to allow for one of the following:
   a. **Option 1.** The sales and service of a full line of alcoholic beverages for on-site consumption within three establishments, not to exceed a total floor area of 24,000 square feet; or
   b. **Option 2.** The sales and service of a full line of alcoholic beverages for on- and off-site consumption within one establishment, not to exceed a total floor area of 27,000 square feet.

26. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

27. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

28. Notwithstanding approved Exhibit “A” and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit “A”. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and
dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.

29. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

30. The applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.

31. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

32. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted.

33. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

34. Each individual owner/operator of an alcoholic beverage license shall file an application for conditional use plan approval for each alcohol sales use at the facility in order to implement and utilize the permit at each of the proposed alcohol sale sites. The application must be accompanied by a payment of appropriate fees and must be accepted as complete by the Planning Department public counter.

35. The Los Angeles Police Department requests notification of all applications for a plan approval of an alcohol sale site and for all reviews for all sites. Additionally, notification shall be sent to the local Council Office and Neighborhood Council.

36. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

37. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

38. There shall be no Adult Entertainment of any type pursuant to L.A.M.C. Section 12.70, at or within any portion of the subject property.

39. No employee or agent of any of the individual retail sites of the commercial building shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the applicant(s) or business operators provide, permit, or make available, either gratuitously or for compensation, male or female patrons who act as escorts, companions, or guests of and for the customer.
40. **Plan Approval.** The applicant(s) shall file an Approval of Plans application within two (2) years, but not earlier than 18 months from the issuance of the Certificate of Occupancy to assess compliance with the conditions of the instant grant. The purpose of the plan approval will be to review the effectiveness of and the applicant's compliance with the conditions of this grant. Upon review of the effectiveness of and compliance with the conditions, the Zoning Administrator may modify such conditions, delete or add new ones as appropriate and require a subsequent plan approval, as necessary. At any time during the period of validity of this grant, should documented evidence be submitted showing a violation of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator reserves the right to require the applicant to file for a plan approval application together with associated fees, the purpose of which will be to hold a public hearing to review the applicant's compliance with and the effectiveness of these conditions. The applicant/petitioner(s) shall provide a summary and supporting documentation of how compliance with each condition of the grant has been attained. Upon this review the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct the public hearing for nuisance abatement/revocation purposes.

41. **Master Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Master Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants, in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Master Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue's individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. These conditions may include additional conditions not included in the Master Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions.

42. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

43. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

44. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.

45. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of
City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

46. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

47. **Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

48. **Ownership/Operator Change.** Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BESt (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

49. **MViP – Monitoring, Verification and Inspection Program.** At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

50. **Covenant and Agreement.** Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BEST (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BEST (Beverage and Entertainment Streamlined Program) for inclusion in the case file.
Environmental Conditions

51. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped Exhibit B and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

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

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

53. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.

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- 1 Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity
• If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

• The project Permittee shall implement the tribe’s recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe’s recommendations are reasonable and feasible.

• The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

• If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

• The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

• Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

• Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City’s AB 52 Confidentiality Protocols.

Administrative Conditions

54. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

55. Code Compliance. Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

56. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder’s number and date shall be provided to the Planning Department for attachment to the file.
57. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

58. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency’s successor and in accordance with any stated laws or regulations, or any amendments thereto.

59. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

60. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

61. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:

   (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City’s processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

   (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City’s processing and approval of the entitlement, including but not limited to payment of all court costs and attorney’s fees, costs of any judgments or awards against the City (including an award of attorney’s fees), damages, and/or settlement costs.

   (iii) Submit an initial deposit for the City’s litigation costs to the City within 10 days’ notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney’s Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

   (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City’s interests. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

   (v) If the City determines it necessary to protect the City’s interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.
CONDITIONS FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution. The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no service, sales or possession of an opened alcoholic beverage on any adjacent sidewalk or parking lot area with the exception of the approved outdoor dining area(s).

- The quarterly gross sales of alcohol shall not exceed the gross sales of food. The business operator(s) shall maintain records which reflect these numbers and make them available to the Police Department upon request.

- Bottle and/or Table service involving the distribution of distilled spirits shall be prohibited. “Buckets” of beer and portable bars are prohibited. There shall be no “Minimum drink” required of patrons. In addition, there shall be NO sales of table(s) and/or seating where alcoholic beverages are in any way included in the sale cost of the seating.

- “Happy Hour” is permitted between the hours of 4:00 pm and 9:00 pm, daily. There may be no more than a fifty percent discount on alcoholic beverages.

- No signs are permitted on the outside of the building or patio enclosure or directed from inside to the outside which display or advertise the availability of alcoholic beverages.

- No cocktail lounge shall be maintained on the premises separate from the dining area.

- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.

- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.

- Electronic age verification device(s) which can be used to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on the premises at each point-of-sale location. The device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverages.

- All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
• Alcohol may only be served to patrons who are seated at a table or seated at the bar and only in conjunction with a food order. Patrons shall not be served while standing or while waiting to be seated.

• The single unit sales of malt liquors and/or malt based products shall be prohibited.

• No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.

• The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.
FINDINGS
(As amended by the City Planning Commission on January 23, 2020)

General Plan/Charter Findings

1. General Plan Land Use Designation.

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The subject property is comprised of a single lot, totaling approximately 48,403 square feet (1.11 net acres) in size. The Community Plan currently designates the Project Site for Commercial Manufacturing land uses, with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P) Zones. The Site is presently zoned [Q]C4-1VL-SN, which is inconsistent with the range of zones permitted under the land use designation. Additionally, the range of uses allowed under the CM Zone is broader than C4, and includes uses which may be incompatible with the surrounding area. The C4 Zone is consistent throughout the surrounding area of the Project Site. As shown below, the Project Site is outlined in yellow, the Hollywood/Vine Metro Station is shown as the star shape on the map, located 0.25 miles from the Project Site, while the dashed outline is the Hollywood Center, as identified in the Hollywood Community Plan; spanning both sides of Sunset Boulevard and Hollywood Boulevard from La Brea Street to Gower Street. The Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, stating that “[t]his center area shall function: 1) as the commercial center for Hollywood and surrounding communities; and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.” The Project is also within the Hollywood Redevelopment Project Area.

As proposed, the General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land use. In addition, the Project is requesting a Vesting Zone Change and Height District Change to remove the existing “Q” Condition (per Ordinance No. 165,662) prohibiting residential uses, and to change the Height District (HD) from 1VL to 2 in order to allow a floor area ratio (FAR) of 5.4:1. The Regional Center Commercial land use designation is further restricted by Footnote 9, which establishes a 4.5:1 FAR limitation for parcels designated Regional Center Commercial within the
Hollywood Redevelopment Area, with up to 6:1 FAR with City Planning Commission approval. Pursuant to LAMC Section 12.22 A.18, parcels located in a C4 Zone and designated Regional Center Commercial are permitted to use R5 density (200 square feet of lot area per unit). In conjunction with the C4 Zone, Height District 2, does not restrict the number of stories or height, and permits a maximum FAR of 6:1. The proposed Regional Center Commercial land use designation corresponds to the C2, C4, P, PB, RAS3, and RAS4 Zones and the establishment of Height District 2 would be consistent with the surrounding area zoning, as well as Footnote 9 of the Hollywood Community Plan.

2. General Plan Text.

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

Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City’s long-range comprehensive growth strategy and provides guidance on citywide policies, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project’s consistency with the objectives and policies of the Framework Element, as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/ boulevards, while at the same time conserving existing neighborhoods and related districts.

The Project proposes the demolition of an existing surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building that includes 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Selma and Argyle Avenues, activating the pedestrian realm within walking distance to the Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining; under Option 2, the outdoor area along Selma Avenue would serve as an amenity space for residents, and the area along Argyle Avenue would serve the grocery store.

The Hollywood Center is characterized by varied uses, including medium- to high-density residential, commercial, and office uses, as well as specialized uses supporting the motion picture industry. The area immediately surrounding the Hollywood/Vine Metro Station is characterized by medium-to-high density mixed-use developments and pedestrian infrastructure such as a scramble crosswalk at the intersection of Hollywood Boulevard and Vine Street. The surrounding area includes numerous amenities within walking distance, such as retail, restaurants, entertainment venues, and historic theaters. The Project, as proposed, is consistent with uses, scales, and intensities in the surrounding area, and provides pedestrian-oriented design features that further facilitate the walkability of the surrounding area. In addition, the Project would provide additional needed housing within the Hollywood Center, including that for Very Low Income Households, with different unit configurations to serve current and future housing needs. Last, the Project proposes neighborhood-serving commercial uses, which would contribute additional options to the Hollywood Center for residents, workers, visitors, and tourists, while encourage non-automobile trips.

The Project Site is located just east of Vine Street, between the intersections of Hollywood Boulevard and Vine Street, and Sunset Boulevard and Vine Street, an area with numerous commercial uses, entertainment venues, and amenities within a job center. The Project Site is served by 11 transit lines within walking distance including Metro and LADOT bus lines 2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood on Sunset Boulevard, and lines
180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood on Hollywood Boulevard. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. The close proximity, access to transit, and variety of uses provide residents with ample options for trips to be taken by walking or transit.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Hollywood Center, while locating new residents and jobs within an established center respecting nearby established neighborhoods. The Project's mix of uses, neighborhood-serving commercial space, location within a regional center well served by transit, and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

Chapter 4: Housing

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Housing Chapter:

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

**Objective 4.1:** Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

**Objective 4.2:** Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

**Policy 4.2.1** Offer incentives to include housing for very low- and low-income households in mixed-use developments.

As proposed, the Project would redevelop an existing commercial use with a new mixed-used project that includes 276 residential units, comprised of studio, one-bedroom, and two-bedroom units. Of the 276 residential units proposed, 13 units would be reserved for Very Low Income households. In addition, the Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by 11 bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region.

Chapter 7: Economic Development Chapter

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Economic Development Chapter:

**Goal 7B:** A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.

**Objective 7.2:** Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
**Policy 7.2.2:** Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

**Policy 7.2.3** Encourage new commercial development in proximity to rail and bus transit corridors and stations

**Goal 7C:** A City with thriving and expanding businesses.

**Objective 7.3:** Maintain and enhance the existing businesses in the City.

**Policy 7.3.2:** Retain existing neighborhood commercial activities within walking distance of residential areas.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The mix of uses and additional residents will contribute activity and commerce to the existing Hollywood Center, further supporting nearby businesses and job centers. Both Options 1 and 2 would contribute to neighborhood-serving uses and serve the expanding community and focused development around the Hollywood/Vine Metro Station, through either a grocery store or retail and/or restaurant space.

The Project would be consistent with the above goals, objectives, and policies through the proposed mix of uses and additional residents generated by the Project. Both Option 1 and Option 2 complement the existing retail and commercial base in the surrounding area as a result of their proximity to the Hollywood/Vine Metro Station, and the high concentration of uses commercial, retail, and entertainment uses in the Hollywood Center. The additional residents and commercial uses will further contribute to the concentration of activity in the Hollywood Center, further supporting the area as one of the City’s destinations for residents, businesses, and tourists.

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

**Objective 7.9:** Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s workforce to both live and work in the city.

**Policy 7.9.1:** Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.

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

As previously mentioned, the Project would provide a mix of uses including new housing and commercial employment opportunities for a community that is within a 0.25 miles of the
Hollywood/Vine Metro Station and 11 bus lines. The housing would include units set aside for Very Low Income Households, as well as studio, one-bedroom, and two-bedroom units, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the Proposed Project would be consistent with the above listed goals, objectives and policies of the Framework Element.

Citywide Design Guidelines

The Urban Design Studio has adopted a three part design approach to evaluating projects to reflect the new Citywide Design Guidelines, which consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted Design.

Pedestrian First Design

The Project would provide a transparent ground floor, street-facing storefronts and at-grade entryways that provide shelter and promote active street use by pedestrians along both Argyle and Selma Avenues. The Project includes two options; both would include usable outdoor open space along both Argyle and Selma Avenues, activating the pedestrian realm with active ground floor uses. The Project would also provide improvements to Argyle and Selma Avenues through the addition of full-width concrete sidewalks, tree wells, shade trees and landscaping. The Project locates its primary driveways away from residential and commercial entryways, and provides ground level short-term bike parking along Selma and Argyle Avenues.

360-Degree Design

The Project design implements varied materials which would provide horizontal and vertical articulation through the use of balconies that break up the building planes and reduce the visual mass of the building. The Project has implemented design elements and a uniform architectural theme on each elevation, and minimizes the use of blank walls. The Project’s eastern elevation has been designed to respond to the approved, but yet to be constructed, Palladium Project, by incorporating a mural that would still be visible after completion of the adjacent development.

The rounded corner at the intersection of Argyle Avenue and Selma Avenue provides a defining architectural feature, and signifies a differentiation in uses from the below plaza and uses. A strong horizontal datum at the first level, in addition to a consistent streetwall, materials, and high visibility glass, provide further differentiation between the above and below uses.

Climate Adapted Design

The Project would include sustainability measures and design features which reduce energy and water consumption, such as LEED Certification, the use of Energy Star–labeled products and appliances, light-emitting diode (LED) lighting or other energy-efficient lighting technologies, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. Additionally, the Project would allocate 15 percent of its roof area for solar energy, as detailed in Exhibit A. Additionally, the Project would incorporate design features to support water conservation in excess of LAMC requirements, including, but not limited to: highly efficient fixtures in residential and commercial uses, tankless water heaters, leak detection in pool facilities, and water efficient landscaping.
**Housing Element**

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City’s housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City’s housing and growth strategy. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

**Goal 1:** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

**Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

**Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.

**Policy 1.1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

**Objective 1.3:** Forecast and plan for changing housing needs over time in relation to production and preservation needs.

**Policy 1.3.5:** Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.

The Project would consist of a new mixed-use building, including 276 dwelling units and two ground-floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Of the 276 dwelling units, 13 units would be set aside for Very Low Income Households. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would accommodate various income levels (Very Low Income and Market Rate) and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major commercial and employment center and within 0.25 miles of the Hollywood/Vine Metro Station, which is served by the Metro Red Line and within walking distance to 11 bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region. The Project Site is also within proximity to the Hollywood/Vine Metro Station, as well as two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). Additionally, the Los Angeles International Airport (LAX) FlyAway Shuttle stop is located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport.

The General Plan Amendment to Regional Center Commercial land use designation in conjunction with the recommended Vesting Zone and Height District Change to (T)(Q)C4-2D-SN would allow residential uses, otherwise prohibited by a “Q” Condition on the site, at a
density and scale compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses.

**Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.

**Objective 2.1:** Promote safety and health within neighborhoods.

**Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

**Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.

**Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.

**Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

**Objective 2.5:** Promote a more equitable distribution of affordable housing opportunities throughout the City.

**Policy 2.5.1:** Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.

**Policy 2.5.2:** Foster the development of new affordable housing units citywide and within each Community Plan area.

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area.

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. In addition, the Proposed Project would enhance livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. The Project would continue a scale and intensity of development consistent with surrounding uses, creating a complementary scale and form from Selma Avenue and Vine Street through to Selma Avenue and Gower Street.

Lastly, the Project provides housing at various income levels (Very Low Income and Market Rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous retail, restaurant, entertainment, and employment uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park including the Hollywood Bowl, Los Angeles Zoo, and Griffith Park facilities. The Metro Red Line Hollywood/Vine Station located 0.25 miles from the Project Site would further facilitate
connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential and commercial uses in a job center that is well served by transit, the Project would allow future residents to utilize alternative means of transportation in their commutes, in addition to opportunities for workers to live in close proximity to their place of employment. The Project would include employment opportunities within the ground floor commercial space, as well as providing housing and promoting a jobs-housing balance within the Hollywood Center.

**Mobility Element**

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City’s high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

**Chapter 2: World Class Infrastructure**

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

The Project would provide a combination of ground floor retail and restaurant uses, or a grocery store, in addition to a consistent streetwall and scale around the Selma Avenue and Argyle Avenue intersection, providing an inviting pedestrian environment for residents, workers and visitors. The Project is also required to improve both adjoining streets with full-width concrete sidewalks, and upgrades as necessary to comply with American’s With Disabilities Act (ADA) requirements. The Project would provide 72 trees, which will include seven street trees along Selma Avenue and five (5) street trees along Argyle Avenue. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

**Chapter 3: Access for All Angelenos**

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

**Policy 3.3:** Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

**Policy 3.5:** Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
**Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently featured at the corner of Selma and Argyle Avenues, with short-term bicycle parking spaces located directly adjacent to this entrance. In the case of Option 1, a residential entry would be located at the southwest corner of the Project Site along Argyle Avenue, which includes a plaza, prominent entryways, and short-term bicycle parking. A total of 14 short-term bicycle parking spaces and 170 long-term bicycle parking spaces would be provided. Long-term bicycle parking is located in the first subterranean parking level with access to an elevator provided from street level along Selma Avenue adjacent to vehicle entry. The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, served by the Red Line; and the surrounding area is served by two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). An LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. Thus, the Project's location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

**Chapter 5: Clean Environments and Healthy Communities**

**Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20 percent of the LAMC-required parking shall be pre-wired for the future installation of electric vehicle (EV) charging stations and five (5) percent of the spaces are required to be equipped with EV charging stations. In addition, the Project is conditioned to provide a minimum amount of solar energy generation to minimize dependence on fossil fuel energy sources.

**Health and Wellness Element**

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

**Chapter 2: A City Built for Health**

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

The Project would provide street trees, floor-to-ceiling glass storefronts along the ground floor, outdoor dining or gathering areas and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would
provide repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. Under Option 1, the outdoor area along Selma and Argyle Avenues would serve as an outdoor dining for the ground floor retail and or restaurant uses; under Option 2, the outdoor area along Selma Avenue would serve as an amenity for residents, while the outdoor area along Argyle Avenue would serve the grocery use. The Project would be LEED Certified, and required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

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

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

The Project would result in the creation of new housing and commercial uses within 0.25 miles of the Hollywood/Vine Metro Station and 11 bus lines. Future visitors, employees, and residents of this Project, as well as people who already live and work in the area, will be able to take advantage of the Project’s mix of land uses within proximity to transit to serve their daily needs. The Project proposes two ground floor commercial options, each with neighborhood-serving uses, including ground floor retail and/or restaurant establishments under Option 1, and a grocery store under Option 2. Additionally, ground floor outdoor usable space would be located along Selma Avenue and Argyle Avenue, further activating the pedestrian realm. Under Option 1, the outdoor area would be outdoor dining along both Argyle Avenue and Selma Avenue, while under Option 2 the outdoor space along Selma Avenue would be an amenity for residents with outdoor space along Argyle Avenue serving the grocery use. Dining, entertainment, and other amenities, such as an interior courtyard, outdoor amenity areas, and observation deck at the 7th floor would encourage and allow for socializing on-site, reducing off-site trips. Numerous transit options around the Project would encourage residents, patrons and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

Land Use Element – Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The Plan Map designates the subject property for Commercial Manufacturing land use with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P). The Project Site is zoned [Q]C4-1VL-SN. The site is further restricted by a “Q” Condition (Ordinance 165,662). The existing zoning is inconsistent with the General Plan land use designation; however, the proposed Project would be consistent with the surrounding area Land Use designations, zoning, and form and use. The land use and zoning as proposed is consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The Hollywood Community Plan, a part of the Land Use Element of the City’s General Plan, states the following objectives that are relevant to the Project:

Objective No. 1: To further the development of Hollywood as a major center of population, employment, retail service and entertainment.
Objective No. 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.

Objective No. 4: To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment. Under Option 1 the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor space along Selma as an amenity space for residents and the outdoor area along Argyle for the grocery use.

The Project would allow the development of residential and commercial uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as Regional Center Commercial and the focal point of the Hollywood Community Plan area, the Hollywood Center. The uses and intensity would support the Hollywood Center economically by introducing new residents, services, and activity located within 0.25 miles of the Hollywood/Vine Metro Station. The Project includes uses appropriate for the Hollywood Center, and the proposed scale and intensity of development is compatible with surrounding mixed-use developments. The new commercial space, in the form of either retail and/or restaurant under Option 1, or grocery store under Option 2, would create additional destinations within the Hollywood Center, while providing existing residents with neighborhood-serving uses within walking distance to several transit options.

The Project would provide 276 residential units, of which 13 units would be reserved for Very Low Income Households, and would include studio, one-bedroom, and two-bedroom configurations. The mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice and be located within the Hollywood Center.

The Project would provide mixed-income housing and commercial space within an established regional center and proximity to transit. The mix of uses, scale, intensity, form and design are consistent with the surrounding area and the intent of the prevailing surrounding Regional Center Commercial designation.

Hollywood Redevelopment Plan

In addition to achieving the objectives of the Hollywood Community Plan, the Project would also support and be consistent with the following objectives identified in subsection 506.2.3: Regional Center Commercial Density of the Hollywood Redevelopment Plan:
**Objective a:** To concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs.

**Objective b:** To provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures.

**Objective d:** To encourage the development of appropriately designed housing to provide a balance in the community.

The Project would redevelop and existing commercial building with a mixed-use development that includes residential with ground floor commercial uses within 0.25 miles to the Hollywood/Vine Metro Station and 11 bus lines. The nearest residential neighborhood is located two blocks east of the Project Site and is characterized by multi-family apartments with similar form, character, and setbacks, density, and form. Further, the Project would incorporate floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma and Argyle Avenues. The Project would provide short-term bicycle parking spaces along Selma Avenue and Argyle Avenue. Overall, the Project proposes to redevelop a site with little pedestrian activity or amenities and exclusively commercial uses with a mixed-use project including affordable residential units, pedestrian and cyclist amenities, and neighborhood serving commercial space within an existing regional center. The inclusion of 276 residential units, of which 13 units reserved for Very Low Income Households, would also support a balance in the community by providing both affordability of units, and additional residents in a concentrated regional center.

Thus, the Project would be consistent with the surrounding area in form, character, use, and pedestrian orientation. In addition to physically complementing adjacent development, the proposed residential and commercial uses further support the adjacent businesses surrounding the Hollywood/Vine Metro Station.

3. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.

4. **Charter Finding** — City Charter Finding 555. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

   a. **Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Hollywood Community Plan, representing a change to the social, physical and economic identity of the Project Site, which is currently designated as Commercial Manufacturing and zoned [Q]C4-1VL-SN.

   The Project Site is significant in economic and physical identity because it is located 0.25 miles from the Hollywood/Vine Metro Station, within the Hollywood Center, and an area designated in both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams as a Regional Center. The intent and purpose of the Regional Center Designation is to serve as a regional employment center with corresponding commercial, entertainment, housing stock, and residential population. The Project Site’s proximity to
transit, jobs, and services within the Hollywood Center make it a key part of developing the area with residences, jobs, and services as intended by both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams. The Project Site is socially significant in its location, both as a prior film vault use, and within the Hollywood area, a center of entertainment, nightlife, and tourism. The introduction of new uses and residential population would support the existing Hollywood Center, and provide additional employment base for the socially, economically, and physically unique motion picture industry located in Hollywood. The Project uses would serve two currently operational studio campuses, located within 0.5 miles of the Site, unique uses which the Community Plan seeks to support retain, and serve the motion picture industry.

The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by multiple bus lines on Hollywood Boulevard and Sunset Boulevard. The surrounding area is also characterized by a concentration of jobs, services, commercial space, and entertainment. The location of the site provides excellent transit connectivity to jobs, services, and entertainment within the Hollywood area, as well as connections to West Hollywood, North Hollywood, Century City, Santa Monica, Koreatown, Downtown Los Angeles, and regional rail connections at Union Station. The density of uses are and concentration in the immediate vicinity also facilitates walking and biking as alternatives to vehicle trips for commuting, as well as shopping, recreation, or entertainment. The location is also highly unique in its proximity and transit connections to Griffith Park, a regional park with numerous recreation opportunities. Therefore, the Project Site is significant in social, economic, and physical identity, and the proposed Project would further these identities.

5. Charter Finding – City Charter Finding 556. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Hollywood Community Plan, which is one of 35 Community Plans comprising the Land Use Element of the General Plan. The Community Plan designates the Project Site with the Commercial Manufacturing land use designation, with corresponding zones of CM and P. The Site is currently zoned [Q]C4-1VL-SN and is therefore not consistent with the land use designation.

The initiated General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land uses. The recommended Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would remove the “Q” Condition, per Ordinance No. 165,662, which prohibits residential uses, and establish Height District 2 to allow for a 4.5:1 FAR, respectively. The proposed Regional Center Commercial land use designation has corresponding zones of C2, C4, P, PB, RAS3, and RAS4, and is subject to Community Plan Footnote No. 9 which restricts the maximum FAR to 4.5:1, or 6:1 FAR with Planning Commission approval. The Project is seeking a General Plan Amendment, Zone Change and Height District Change, and a Density Bonus entitlement to permit a 5.4:1 FAR, consistent with the maximum limitations of Footnote No. 9. Thus, the recommended (T)(Q)C4-2D-SN Zone would be consistent with the adoption of the General Plan Amendment. Further, the General Plan Amendment would correct an inconsistency between the existing and surrounding land use and zoning designations.

Additionally, the legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not require an exact match between a proposed subdivision and the applicable
general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Finding No. 2 above, the initiated General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Hollywood Community Plan, as the Project would increase housing choices at varying income levels by providing both restricted affordable and market-rate units in varying bedroom configurations; and providing additional residents, commercial space, and services to support the Hollywood Center within 0.25 miles to a heavy rail station and 11 bus lines. Both ground floor commercial options would support the Regional Center by providing residents with either retail and/or restaurant uses, or a grocery store; additional commercial space and services within walking distance to other neighborhood-serving uses within an established and growing residential center within the Regional Center; and a pleasant pedestrian environment by improving on the current physical improvements, and providing bicycle parking infrastructure.

6. Charter Finding – City Charter Finding 558. The proposed Amendment to the Hollywood Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice, as described below.

The initiated General Plan Amendment to the Hollywood Community Plan would re-designate the land use of the Project Site from Commercial Manufacturing to Regional Center Commercial. The proposed Project will further the intent of the General Plan Long Range Land Use Diagram, and the stated goals of both the General Plan and Hollywood Community Plan by providing additional residential units, including restricted affordable and market rate, as well as commercial space, and services for the surrounding Hollywood Center within walking distance of transit.

Public Necessity. The Project’s mix of uses in proximity to transit, and the provision of accessible bicycle parking and pedestrian-oriented design will help promote the reduction of Vehicle Trips, supporting City goals and policies to improve air quality and public health. Further, the Project will also support one of Hollywood’s key industries by locating housing opportunities near existing job centers associated with the film industry.

The Project Site is also located adjacent to proposed, approved or existing mixed-use developments containing various affordability levels, unit types, and unit sizes surrounding the Hollywood/Vine Metro Station. Generally, these mixed-use developments include ground floor commercial, and improvements to the public realm, which has transformed the area into a heavily trafficked pedestrian area with shopping, restaurants, services, entertainment, and tourist uses. The Project would include complementary uses, serving residents, workers, tourists, and encourage the use of transit due to its location. Maintaining Hollywood’s business and residential population is critical for the long-term health of the motion picture industry, which has evolved to rely on surrounding regional center.

Convenience. Approval of the initiated General Plan Amendment from Commercial Manufacturing to Regional Center Commercial would facilitate the redevelopment of an existing commercial structure within the Hollywood Center with a new mixed-use project comprised of mixed-income residential units, neighborhood-serving commercial uses, and an improved pedestrian environment. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-
Range Land Use Diagram designates the Site and surrounding area as a Regional Center. The area is intended to serve as a center of the community, with residents, jobs, amenities, services, and entertainment uses. The concentration of these uses with close proximity to the Hollywood/Vine Metro Station would be consistent with goals of the General Plan with respect to providing affordable housing, reducing vehicle miles traveled, promoting the improvement of the pedestrian environment, and concentrating housing, commercial uses, and jobs within a regional center. The introduction of new residents and services will provide support for surrounding businesses, the film industry within the Hollywood area, and new neighborhood-serving commercial uses.

**General Welfare.** The General Plan Long-Range Land Use Diagram and Hollywood Community Plan identify the area surrounding the Project Site as a Regional Center, referred to as “the Hollywood Center” by the Community Plan. As discussed above, this area is intended for commercial, office, and residential uses. The surrounding area is currently developed with residential uses to the west and north of the Project Site along Selma Avenue, and a mixed-use office and residential building east of the site along Gower Street. The current land use designation for the Project Site is Commercial Manufacturing, which permits a range of light industrial and manufacturing uses. The initiated General Plan Amendment to Regional Center would permit uses which correspond to the C2, C4, P, PB, RAS3, and RAS4 Zones, which would benefit the general welfare of the immediate surrounding area, as commercial space and residential units better serve the general, economic and public welfare.

Furthermore, the Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and up to 27,000 square feet of neighborhood-serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station, which would promote the use of alternative modes of travel, both for residents and visitors to the Site. Additionally, the proposed floor-to-ceiling glass storefronts, active commercial, and usable open spaces at ground level will promote a more pedestrian friendly environment. Specifically, the floor-to-ceiling glass storefronts, active ground floor uses, outdoor dining or lounge areas, and street trees will activate Selma and Argyle Avenues, facilitating pedestrian activity and additional walking destinations from the Metro Station. Last, the Project would provide short-term bicycle parking spaces along Argyle Avenue and Selma Avenue.

**Good Zoning Practices.** The Project proposes a new mixed-use building, including 276 dwelling units, of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project requires a General Plan Amendment from Commercial Manufacturing to Regional Center Commercial to construct Project. As identified by the General Plan Long-Range Land Use Diagram and Hollywood Community Plan, the area surrounding the Project Site is a Regional Center, called the Hollywood Center. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM (Commercial Manufacturing) and P (Automobile Parking). The CM Zone permits a range of light industrial and manufacturing uses, including uses in the C4 Zone. The Project Site is currently zoned [Q]C4-1VL-SN, which does not correspond to the Commercial Manufacturing land use designation for the Project Site. The proposed Regional Center Commercial land use designation would be consistent with the surrounding area, as well as the intent of Regional Centers as identified in the General Plan Framework Element. The Hollywood Center has developed, as intended by the Community Plan, into an active walkable community, with commerce, amenities, entertainment, and residential uses. The proposed land use designation would allow for uses which would result in uses which are more compatible with the surrounding area, as well as uses which meet several of the Hollywood Community Plan and General Plan goals. The Amendment will resolve an inconsistency.
between the existing zone and land use designation, as well as the existing zoning and land use designations of the surrounding area.

Given the existing uses, zoning and land use designations surrounding the Project Site, the General Plan Amendment from Commercial Manufacturing to Regional Center Commercial will not lead to impermissible spot zoning but, rather, correct an inconsistency as the subject site is the only one in the area that is not designated as Regional Center Commercial, and is currently zoned C4 which is not a corresponding zone for the Commercial Manufacturing land use designation. The Regional Center Commercial land use designation permits the existing C4 Zone for the Project Site, and would therefore be consistent with the surrounding area.

Last, the Project will also be compatible with surrounding uses based on its consistency with the applicable development standards in the Hollywood Community Plan, as discussed in Finding No. 2.

Therefore, the initiated General Plan Amendment to Regional Center Commercial would be in conformity with good zoning practices and development patterns in the immediate area by resolving a land use inconsistency on the Project Site, and a land use inconsistency with the surrounding area, while locating a pedestrian oriented project within a pedestrian oriented area, with walking distance to a Metro station.

Entitlement Findings

1. Zone Change and Height District Change Findings

a. Pursuant to Section 12.32 C.7 of the Los Angeles Municipal Code, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

The recommended Zone and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would allow for the development of a new mixed-use project comprised of 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and two ground floor commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. As currently zoned, the Project is permitted a maximum floor area ratio (FAR) of 1.5:1 pursuant to Height District 1VL. In order for the development to be built, the Zone and Height District Change would remove an existing “Q” Condition (Ordinance 165,662) which prohibits residential uses, and change the Height District from 1VL to 2, to allow a maximum of 6:1 FAR. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The maximum Floor Area Ratio (FAR) for the Project would be increased by 20 percent in conjunction with an On-Menu Incentive requested as part of a Density Bonus entitlement. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels.

Public Necessity. As described above, the City, SCAG, and the State have identified a need for housing, especially affordable housing, in local and state plans, proclamations, and goals. As zoned, the Project Site would not allow for residential uses, an acute need in the region and within Hollywood specifically. The recommended Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a Site that currently prohibits residential uses, in an area that is generally zoned for mixed-use development. The Project would provide 276 residential units, with 13 units set aside
for Very Low Income Households, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use goals of the General Plan. The Project would contribute towards the City and region meeting its housing needs and goals, and achieving a better jobs housing balance.

The Project’s amenities and location will offer residents alternative mobility options aiding the City in its goal to reduce air pollution. The Project Site’s location within the Hollywood Center, within walking distance to high capacity transit, will reduce vehicle trips. The Project’s ground floor uses and ground floor active usable outdoor space, floor-to-ceiling glass storefronts, and prominent pedestrian entries would contribute to the pedestrian environment, while the physical contributions such as, reconstructed or repaired sidewalks, Americans with Disabilities Act (ADA) sidewalk improvements, street trees, and bicycle parking will improve the pedestrian environment. Further, the Project Site’s proximity to the numerous uses associated with the film industry provides housing opportunities within walking distance for those employees, supporting one of Hollywood’s key industries. The proposed Zone and Height District Change would allow the Project to provide the desired, intended, and planned mix of uses for the area, in addition to additional mixed-income housing with varying affordability levels, unit types, and unit sizes.

Convenience. The recommended Zone and Height District Change would facilitate the redevelopment of an existing commercial structure to allow for a new mixed-use project providing residential units, neighborhood-serving commercial uses, and an improved pedestrian environment within the Hollywood Center. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the site and surrounding area as a Regional Center. The area has been evolving into a pedestrian-oriented residential, commercial, office, entertainment, and tourism center. The additional residents and services will provide additional economic support for surrounding businesses, the film industry within the Hollywood area, and provide new neighborhood-serving commercial uses. The Project would provide these additional neighborhood-serving commercial options within walking distance for current residents, office and film industry workers, and tourists. The Project would be designed to be complementary to adjacent recently approved or constructed developments characterized by their pedestrian orientation, as well as include physical improvements around the Hollywood/Vine Metro Station. The Project’s location would allow future residents to benefit from the concentration of commercial, services, entertainment, and jobs within walking distance to the site. Further, the proposed Zone and Height District Change will resolve a zoning inconsistency on the Site resulting from AB 283, a state law that directed charter cities with more than 2.5 million in population, including the City of Los Angeles, to bring the City’s zoning and general plan into consistency, and will allow for a development consistent with the current and proposed development in the area.

General Welfare. Approval of the Zone and Height District Change would allow the development of a mixed-use project consisting of residential and commercial uses. As discussed above, the Hollywood Center is intended for commercial, office, and residential uses. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM and P. The CM Zone permits a range of light industrial and manufacturing uses. These uses would not benefit the general welfare of the immediate surrounding area, or be consistent with the intended use and character of the Hollywood Center. Further, without allowing residential uses on the site, the Project would not be able to meet the intent of the designation for the area. The surrounding area is a Regional
Center, with high capacity transit, where uses such as commercial space and residential units better serve the general welfare, economic welfare and public welfare, than solely commercial or manufacturing.

The Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and neighborhood serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station. The additional residential units and commercial uses with such proximity to a heavy rail station would promote the use of alternative modes of travel, both for residents and visitors to the site. By permitting residential uses on site, the Project would support the City’s goal of providing housing for all economic segments.

Good Zoning Practices. The Project proposes a mixed-use building, including 276 dwelling units, of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project Site is currently zoned [Q]C4-1VL-SN, where the “Q” Condition (Ordinance No. 165,662) prohibits residential uses, Height District 1VL permits a maximum FAR and height of 1.5:1 and 45 feet, respectively, and SN corresponds to the Hollywood Signage Suplemental Use District (HSSUD). The proposed Zone Change would remove the “Q” Condition on the site, thus allowing for residential uses.

The surrounding area is primarily zoned C4-2D-SN and has become highly concentrated with mixed-use residential developments within proximity to transit. Specifically, the Eastown-El Centro joint development to the north includes 1,042 units; the 1600 Vine development at the northwest corner of Selma and Argyle Avenues, includes 494 units; the Camden development to the west across Argyle Avenue, includes 306 units; the Columbia Square development to the east along El Centro Avenue, includes 200 units; and the Palladium Project, which abuts the Project Site to the east and south, includes 731 units. The additional residential units and commercial space would conform with goals and objectives of the Hollywood Community Plan and General Plan, such as those related to concentrating mixed-use development in regional centers, adjacent to transit, and encouraging alternative transportation to reduce vehicle tips. The Zone Change to remove the “Q” Condition on the site would be consistent with the surrounding area, as well as the Community Plan intent for this regional center.

The proposed Height District Change would change the existing Height District from 1VL to 2 for the Project Site, which would allow for up to 6:1 FAR. Surrounding parcels are predominantly zoned with Height District 2, and improved with structures ranging in height from two stories to over 20 stories. The Height District Change would be consistent with the intent and character of the Regional Center land use designation in the General Plan Framework Element. Further, the change would be consistent with Hollywood Community Plan Footnote No. 9, which limits FAR to 4.5:1 with up to 6:1 FAR with City Planning Commission approval. The Project is seeking a Density Bonus in conjunction with the Zone Change and Height District Change for a resulting FAR of 5.4:1.

The Project Site is located within walking distance to the Hollywood/Vine Metro Station, as well as numerous commercial, entertainment, amenities, entertainment, and tourism uses. The proposed Zone Change and Height District Change would result in a project which is consistent with the uses and intent of the Hollywood Center, as well as a project built at similar density, height, and scale to surrounding development. As proposed, the Project would not only provide new housing for a mix of incomes, but amenities that would improve the quality of life for existing and future residents as well as the surrounding community. For the reasons stated above, the Project would exhibit good zoning practice.
ADDITIONAL FINDINGS FOR A “T” and “Q” QUALIFIED CLASSIFICATIONS:

b. In the consideration of a proposed change of zone it may be determined that public necessity, convenience and general welfare require that provision be made for the orderly arrangement of the property concerned into lots and/or that provision be made for adequate streets, drainage facilities, grading, sewers, utilities, park and recreational facilities; and/or that provision be made for payments of fees in lieu of dedications and/or that provision be made for other dedications; and/or that provision be made for improvements; all in order that the property concerned and the area within which it is located may be properly developed in accordance with the different and additional uses to be permitted within the zone to which the property is proposed for change.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” Conditions of approval imposed herein for the Proposed Project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

c. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The proposed Project is consistent with the character of development pattern and land use designations in the immediate vicinity, which support the goals and policies of the General Plan Framework Element. As proposed, the Zone and Height District Change to remove the “Q” Condition on site restricting residential uses, and impose Height District 2, respectively, is necessary for a development with the uses and characteristics compatible with the surrounding area, which is characterized as a mixed-use district with pedestrian orientation and active ground floor uses. The Zone and Height District Change are required to meet the goals of the General Plan and Hollywood Community Plan seeking to focus development within existing centers, specifically the Hollywood Center, by providing on-site affordable units, and locating housing adjacent to transit. As described in the Framework Element, the Regional Center Commercial land use designation typically provides for high-density districts whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to 20-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Framework Element Goal 3F envisions regional centers as mixed-use centers that provide jobs, entertainment, culture, and serve the region. Additionally, the Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, specifically with a concentration of mixed-use developments, creating a concentration of residence, commerce, and entertainment uses fit to serve as a regional destination for entertainment. Since the adoption of the Community Plan, the area has developed as intended, with mixed-use developments, with a pedestrian orientation, ground floor commercial space, and entertainment uses, creating a Citywide destination for entertainment and commerce.

The Project proposes a maximum FAR of 5.4:1 consistent with FAR permitted in Height District 2, and Hollywood Community Plan Footnote No. 9, which limits the FAR for the site to 4.5:1, with a maximum of 6:1 with approved through City Planning Commission.
The Project’s FAR is consistent with Regional Center FAR in the General Plan Framework Element, with identifies the area as a Regional Center, as well as the Hollywood Community Plan. The FAR proposed by the Project is also consistent with the intent and goals of the General Plan and Community Plan for development surrounding a high capacity transit station such as the heavy rail station 0.25 miles from the Project Site. Furthermore, the Project’s height, form, setbacks, density, and uses will be consistent with surrounding developments. Directly abutting the Project Site to the east and south is the recently approved Palladium Project, which proposes two 28-story towers. Farther to the east, along Gower Street, the Columbia Square development includes multiple buildings with heights ranging from seven to 20 stories. Further north along Argyle Avenue, buildings range in height from eight to 13 stories. At the northwest corner of Argyle Avenue and Sunset Boulevard, and at the northeast corner of Sunset Boulevard and Vine Street, are an office building and residential tower, respectively, both in excess of 20 stories. The Project includes well-lit, active ground-floor uses, treated with floor-to-ceiling glass storefronts; an outdoor dining or residential amenity area; street trees; and short-term bicycle parking along Selma Avenue and Argyle Avenue, facilitating walking and bicycling trips. The ground floor treatment, uses, and form will create a continuity in the pedestrian environment along both Selma Avenue to the east and west and Argyle Avenue to the north and south. Both Selma Avenue and Argyle Avenue are developed with mixed-use developments, consisting of ground floor commercial spaces with floor-to-ceiling glass, minimal setbacks, street trees, consistent streetwalls, prominent residential entries, and street facing residential uses above the ground floor. The pedestrian realm treatment of the site would continue and connect to existing and planned development in the area, creating a walkable environmental within 0.5 miles of the Hollywood/Vine Metro Station. The uses, form, circulation, and design would be consistent with existing development, proposed projects, and those currently under construction with similar designs.

The proposed “Q” Conditions, which would limit the scale and scope of future development on the Site, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community. Therefore, as conditioned, the Project Site will be compatible with existing and future development in the area. In addition, the “Q” Conditions will ensure that the project is constructed as approved herein.

d. That the project will secure an appropriate development in harmony with the objectives of the General Plan.

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground-floor commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment 0.25 miles from the Hollywood/Vine Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor area as a residential amenity along Selma Avenue, and an outdoor area for the grocery use along Argyle Avenue.

The Project’s proposed mix of uses, under both Options, are consistent with the surrounding area and will secure an appropriate development in harmony with the objectives of the General Plan. The Project Site is located within the Hollywood Center,
an area with a high concentration of uses within walking distance and well served by transit, and with a recommended General Plan land use designation of Regional Center Commercial and (T)(Q)C4-2D-SN Zone. The surrounding parcels are designated Regional Center Commercial, with zones of C4-2D and C4-2D-SN. The Hollywood Center is intended by both the General Plan Long-Range Land Use Diagram and Hollywood Community Plan as a Regional Center, a focal point of the community with mixed-use, commercial, residential, and office uses. The Project proposes to resolve the zoning and land use designation conflict for the site, bringing the site into compliance with the intent of the Hollywood Community Plan and General Plan Long-Range Land Use Diagram, as well as with the built form of the neighborhood. The Project is consistent with the goals, policies, and objectives of the General Plan and the Hollywood Community Plan by locating housing adjacent to transit, within an established center. The Project would provide both market-rate and affordable housing, a pedestrian-oriented design, and a development which complements the surrounding community in form, economic, social, and practical function. As such, the Project will secure an appropriate development in harmony with the objectives of the General Plan.

2. Density Bonus/Affordable Housing Incentives Program Findings

The following are the findings and the application of the related facts as related to the request for a 14-percent Density Bonus, in conjunction with one On-Menu Incentive for a 20 percent increase in the maximum permitted Floor Area Ratio (FAR), for the construction, use, and maintenance of a seven story, mixed-use building consisting of 276 dwelling units, of which five (5) percent, or 13 units, of the permitted base density of 242 units, would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Government Code Section 65915(d), the City Planning Commission shall approve a Density Bonus and requested incentive(s) unless the City Planning Commission finds that:

a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested On-Menu Incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in LAMC Section 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department will always arrive at the conclusion that the Density Bonus On-Menu Incentive will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentive by nature increase the scale of the Project.

The requested On-Menu Incentive for an increase in FAR, is expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the
building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the Applicant’s decision to set aside 13 Very Low Income dwelling units for 55 years.

In conjunction with the requested Zone Change, and pursuant to LAMC 12.22 A.18(a), the Project Site is permitted to have a base density of 242 units, for a Project Site that is 48,403 square feet in size. The Project is setting aside 13 units (or five [5] percent of the base permitted density) for Very Low Income Households and is therefore eligible for a 20 percent density bonus, pursuant to LAMC Section 12.22 A.25(c)(1), or 49 additional units, for a total of 291 units. However, the Project is choosing to utilize only a 14-percent density bonus, or 34 additional units, for a total of 276 units.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(c), projects which set aside a minimum of five (5) percent of the 242 base units for Very Low Income Households, are also eligible for one On-Menu Incentive. In this instance, the Project is requesting an On-Menu Incentive for an FAR increase equal to the density bonus for which the Project is eligible, or 20 percent.

On-Menu Incentive (Floor Area Ratio)

The recommended (T)(Q)C4-2D-SN Zone with a Regional Center Commercial land use designation under the Hollywood Community Plan includes Footnote No. 9, which limits FAR for C4 Zones to 4.5:1, with up to 6:1 FAR with City Planning Commission approval. The by-right FAR for the Project in conjunction with the proposed Height District Change would permit a maximum of 217,813 square feet of floor area. In conjunction with the FAR increase, the Project qualifies for a maximum 5.4:1 FAR, or 261,376 square feet. The Project proposes a maximum 5.4 FAR, or 260,250 square feet. The proposed 5.4:1 FAR creates 42,437 additional square feet. In conjunction with the increased density discussed above, the Project is able to provide additional housing units on the site, with multiple room configurations, additional living space, and with additional amenities for residents, as a result of the floor area increase. This incentive supports the Applicant’s decision to set aside 13 Very Low Income Units (or 5 percent of base units) for 55 years.

b. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A “specific adverse impact” is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that significant, quantifiable, direct and unavoidable impacts will occur. Therefore, there is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources.
3. Conditional Use Beverage Findings

The following are the findings and the application of the relevant facts as related to the request for a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. In order for the Master Conditional Use Permit to be granted, all of the legally mandated findings delineated in LAMC Sections 12.24 E and 12.24 W.1 must be made in the affirmative:

a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.

The Project proposes the development of a new mixed-use project comprise of 276 dwelling units, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels. The Project requests a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. The commercial establishments in both options will be located at street level along existing commercial corridors along Argyle Avenue and Selma Avenue.

The Hollywood Community Plan identifies the area as part of the Hollywood Center, a focal point of the Community Plan Area. As described in the Community Plan, this focal point would include commercial uses, office, residential, and entertainment uses. Both Options would improve the ground floor pedestrian environment by providing direct entrances from the street via a corner plaza, and usable outdoor space at Selma and Argyle Avenues, utilized as outdoor dining under Option 1, and usable outdoor areas for outdoor dining for grocery use and a residential amenity under Option 2, street trees, and sidewalk improvements. The Project Site is located within walking distance to transit, retail, restaurant, entertainment, theaters, hotels, and services within the Hollywood Center. The proposed uses would add additional options within the center for residents, visitors, and tourists.

The availability of alcoholic beverages in commercial uses is a customary and incidental component of restaurant and grocery stores. For example, restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments. Similarly, grocery stores routinely sell alcohol as part of their operations. Alcohol sales for both restaurant and grocery uses will improve the economic viability of either use, allowing for a neighborhood-serving commercial use. The Project’s commercial uses will serve as an attraction for visitors, tourists and neighbors in the area and will reduce the need for local residents and guests of the nearby W Hotel, at the corner of Hollywood Boulevard and Argyle Avenue, as well as other nearby hotels, to travel to other areas for dining and entertainment experiences.
Therefore, as conditioned, permitting the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three retail and/or establishments, and on-site and off-site consumption for a grocery store will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

b. That the project’s location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project proposes a new mixed-use building, including 276 dwelling units and ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a 5.4:1 FAR. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would include residential and commercial uses consistent with the surrounding area and Regional Center designation. The Project would be seven stories, with active ground floor uses, floor-to-ceiling glass storefronts, physical improvements to the pedestrian realm, and built to the property lines along Argyle and Selma Avenues. The Project includes usable outdoor space along the ground floor for outdoor dining under Option 1, and outdoor dining and residential amenities under Option 2. The area is appropriate for the sale and dispensing of alcohol given that the Hollywood Center is identified as the focal point of the community by the Hollywood Community Plan, and has become an entertainment and tourism destination within the City. The Project design, height, size, and operations would be similar to numerous surrounding developments with residential uses, ground floor commercial space, pedestrian design, minimal setbacks at the ground floor, and heights ranging from two to 20 stories, including the eight-story Camden development, the 13-story 1600 Vine development, the six-story Eastown-El Centro joint development, the 22-story Columbia Square development, and the approved, but not constructed, 28-story Palladium Project. Adjacent entertainment uses are within walking distance from the Project Site, including the Palladium Theater to the south, Pantages Theater to the north, and Arclight Complex to the west. Alcohol sales would be compatible with and continue to add to the diversification of commercial activities, further contributing to the vitality and attractiveness of the regionally significant area.

No evidence was presented at the Hearing Officer hearing or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. While Selma Avenue Elementary and Joseph Le Conte Middle School are located within one-half mile from the Project Site, both schools are buffered by major streets such as Cahuenga Boulevard and Sunset Boulevard, as well as a wide variety of existing commercial and residential structures, varying in height from one to 20 stories.

All establishments serving alcohol will be carefully controlled and monitored through the imposition conditions related to site maintenance, loitering, specialized training programs for employees, and consultation with LAPD. As a condition of this grant, each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this Master Conditional Use must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage.
Thus, as conditioned, the Project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC. The Land Use Element of the City’s General Plan divides the city into 35 Community Plans. The Project proposes a General Plan land use designation of Regional Center Commercial, consistent with surrounding properties. The Hollywood Community Plan Map designates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project is consistent with the underlying C4 Zone, which is intended to provide for commercial uses, including residential uses. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan.

The Project proposes two ground floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store, along with required parking facilities. The sale of a full line of alcoholic beverages in conjunction with retail and/or restaurant, or a grocery store use, would be consistent with the following objectives of the Community Plan:

**Objective No. 1:** To further the development of Hollywood as a major center of population, employment, retail service and entertainment.

**Objective No. 4:** To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project Site is located within the Hollywood Center, as identified by the Community Plan. The Community Plan encourages new uses, which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. Nearby attractions include the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, Pantages Theater, Palladium Theater, etc., promoting visitors to the area for business, entertainment events such as the Academy Awards and tourism. The Project would provide commercial uses and restaurants with alcohol to further the existing activity within the heart of Hollywood thus promoting the development of Hollywood as a major center of population, employment, retail service and entertainment, and economic well-being and public convenience through the allocation and distribution commercial lands for retail service.

d. The proposed use will not adversely affect the welfare of the pertinent community.

The subject property is located directly within the Hollywood Center, as well as adjacent to various hotel, tourist attractions and entertainment uses. Multi-family residential is also located in the vicinity of the Project Site, ranging from single story to high-rise towers. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood, especially entertainment districts, such as the Hollywood Center. As the Hollywood Center is one of
the entertainment destinations in the region, alcohol services are common in the vicinity, and even necessary for the entertainment uses in the area. The surrounding area is characterized by various alcohol related uses and the introduction of another such establishment would not create an adverse or unique condition. As conditioned, the sale of a full line of alcoholic beverages for on-site and/or off-site consumption in conjunction with the operation of new commercial establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, escort services, and loitering are mitigated by the imposition of conditions requiring deterrents against loitering and responsible management.

As part of the Plan Approval process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of beer and wine including training provided by the LAPD Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and/or off-site consumption at this location will further support and augment the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

e. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria in 2018, two (2) on-sale and three (3) off-sale licenses are allocated to Census Tract No. 1910.00. There are currently a total of 42 licenses (98 on-site and 6 off-site) in this Census Tract.

According to statistics provided by the LAPD’s Central Division, within Crime Reporting District No. 647, which has jurisdiction over the subject property, a total of 689 crimes were reported in 2018 (348 Part I and 341 Part II crimes), compared to the total citywide average of 185 crimes for the same reporting period.

Part 1 Crimes reported by LAPD include, Rape (6), Robbery (26), Aggravated Assault (36), Burglary (12), Auto Theft (32), and Larceny (235). Part II Crimes reported include, Other Assault (29), Forgery/Counterfeit (2) Embezzlement/Fraud (3), Received Stolen Property (1), Weapons Violation (12), Prostitution Related (8), Sex Offenses (6), Offenses Against Family (1), Narcotics (50), Liquor Laws (9), Public Drunkenness (3), Disturbing the Peace (1) Disorderly Conduct (8), DUI related (36), Moving Traffic Violations (14), and other offenses (92). There were no crimes related to Homicide, Manslaughter or
Gambling. Of the 689 total crimes reported for the census tract, 36 arrests were made for driving under the influence and three (3) for public drunkenness.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. No information was provided by LAPD showing that the approval of the Master Conditional Use Permit would negatively impact the neighborhood; however, LAPD has submitted recommended Conditions of Approval to be placed on the Project. Of the 689 arrests in the crime district, only seven (7) percent, or 48 of the total 689 arrests, were for alcohol-related offenses, and five (5) percent, or 36 offenses, were for driving under the influence (DUI). The above figures indicate that the mixed-use development is located in a high crime reporting district. Due to high crime statistics, conditions typically recommended by LAPD, such as those related to the STAR Program and age verification, have been imposed. Any concerns associated with an individual venue can be addressed in more detail through the required Plan Approval, providing an opportunity to consider more specific operational characteristics as a tenant is identified and the details of each venue are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions at that time. Therefore, approval Project request for the sales and service of a full line of alcoholic beverages for on-site and off-site consumption would not result in an undue concentration.

f. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The Project Site is zoned for commercial uses and will continue to be utilized as such with the development of new restaurant, retail and/or grocery store uses on the Project Site. Following are surrounding sensitive uses within a 1,000-foot radius of the site:

- Southern California Hospital At Hollywood
- Frances Howard Goldwyn – Hollywood Regional Branch Library
- Montessori Shir Hashrim

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The Southern California Hospital at Hollywood is located three blocks to the south, separated by intervening development ranging in height from two stories to seven stories, including various uses, and Sunset Boulevard with a width of 100 feet. The Frances Howard Goldwyn – Hollywood Regional Branch Library is located approximately three blocks to the west, separated by multiple structures ranging in height from two stories to ten stories. Finally, the Montessori School is located approximately two blocks to the east and one block north, separated by multiple structures and Gower Street with a width of 72 feet. Potential effects of excessive noise or disruptive behavior would be addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant, retail, or grocery use in lieu of uses such as pool halls or...
lounges. The Project, as proposed, is consistent with the zoning and in keeping with the existing uses adjacent to the development. The surrounding area is primarily zoned C4, with a General Plan land use designation of Regional Center Commercial. Surrounding developments are generally improved with mixed-use developments ranging in height from two stories to 20 stories, with ground floor commercial uses, and residential uses. The proposed neighborhood serving commercial uses would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

4. Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative in order to permit a mixed-used development that results in the creation of 276 net new residential units.

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

The Project Site is located within the Hollywood Community Plan area, adopted by the City Council on December 13, 1988. The Project is requesting a General Plan Amendment to designate the Site Regional Center Commercial. The Plan Map delineates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project Site is zoned C4-1VL-SN. The C4 Zone permits uses consistent with commercial and multi-family residential uses.

The Project proposes a mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store.

As discussed above, the Project meets the goals and objectives of the General Plan by locating a new mixed-use development within an existing Regional Center that is walking distance to transit. The Hollywood Center is an existing concentration of retail, restaurant, amenities, entertainment, services, and jobs to which the Project would contribute and from which residents of the Project would benefit. In addition, the Project will provide affordable housing and various unit arrangements which would meet the needs of multiple segments of the population. The proposed commercial space would provide jobs and commercial uses which support the economic base of the area, and offer additional options for neighboring residents. The proposed physical improvements and design would support pedestrian and bicycle access, and support healthy living environment within the development by promoting active transportation, utilizing low Volatile Organic Compound (VOC) materials, and implementing energy and water efficient elements in the Project.

The Project meets the goals of the Hollywood Community Plan by providing housing and uses which support the economic well-being of the community, support public convenience, provide additional housing opportunities for the community, and further the Hollywood Center as both the focal point of the community and a major center of the City. The Project would also meet the goals of the Hollywood Redevelopment Plan by concentrating high density development with direct access to transit, incorporating design which complements the surrounding area, and providing housing which will support balance in the community.
Therefore, the Project is in substantial conformance with the purposes of the General Plan, the Hollywood Community Plan, the Housing Element of the General Plan, and the Hollywood Redevelopment Plan.

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

The Project proposes a mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The surrounding area is highly urbanized and land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity mixed-use, commercial, institutional and residential uses. Properties located to the north of the Project Site across Selma Avenue include a two-story commercial building and a surface parking lot. Properties located to the south are developed with the Palladium Theater and associated surface parking lots. Properties located to the east of the Project Site are developed with surface parking lots supporting the Palladium Theater, and the 20-story, mixed-use Columbia Square development across El Centro Avenue. Properties to the west and northwest are developed with the eight story Camden development and 13-story 1600 Vine development, respectively. The properties located to the southwest of the Project Site are developed with a 22-story office building at the corner of Sunset Boulevard and Argyle Avenue. Beyond these land uses are other mid-to high-rise commercial, residential, and mixed-use buildings, including the Hollywood Plaza Building and Hollywood W Hotel and Residences to the northwest. Other two- and four-story commercial and residential structures front the site immediately north and northeast across Selma Avenue.

The following elements are incorporated into the Project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories, active ground floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts ground floor materials, and consistent streetwalls which create a coherent pedestrian realm. The Project utilizes balconies as vertical and horizontal articulation to reduce bulk and mass. At the corner of Argyle and Selma Avenues, the Project includes a ground floor plaza, with entrances to the commercial uses under Option 1, and the residential amenities under Option 2. The Project’s plaza and ground floor treatments include a strong horizontal datum, consistent application of vision glass, metal, and color, which differentiate the ground floor uses from the residential uses above. Above the ground floor, the Project includes a rounded corner and glass balconies with glass and metal railings. The materials and ground floor treatment is consistent with the surrounding area in the ground floor differentiation, consistent application of materials between residential and commercial uses, and while the rounded corner element is unique, it would be complementary to surrounding design and serve as the focal point of the development.

Building Orientation/Frontage. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories in height, active ground-floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts, and consistent streetwalls which create a coherent pedestrian realm. The Project has designed the
ground floor of the building to be pedestrian-oriented, with a slight inset at the ground floor along Argyle and Selma Avenues to expand the sidewalk in front of the Project. In addition, Option 1 would include retail and restaurant space along Selma Avenue and Argyle Avenue, while Option 2 would include a residential amenity and grocery store.

**Height/Bulk.** The Project is comprised of a seven-story, mixed-use building, measuring 99 feet in height, with four levels of subterranean parking. All levels would be a uniformly massed, with a consistent streetwall and a building façade that is articulated with changes in materials, planes and balconies, which create rhythm and visual interest, and reduce the perceived bulk of the building. Window patterns, changes in material, arrangement of balconies, and fenestration prevent a monolithic character. Through architectural design and site planning, the Project’s perceived height and bulk are reduced.

**Setbacks.** In conjunction with the Zone Change, the Project will be subject to the setback and density regulations of the C4 Zone. Per Case No. VTT-74566, the Deputy Advisory Agency designated Argyle Avenue as the front yard, and granted a 20 percent rear yard reduction. The Project proposes zero setbacks along Selma and Argyle Avenues, an 11-foot setback along the south elevation and a 15-foot, 6-inch setback at the east elevation.

**Off-Street Parking and Driveways.** Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. In each case, the vehicular driveway is the minimum width required to be as efficient as possible. Primary vehicle access will be provided on Selma Avenue for both Options 1 and 2, for through access and parking. The driveways, loading area, and the additional loading area included in Option 2 are sufficient distances from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with Los Angeles Department of Transportation (LADOT) standards and approvals.

**Building Signage and Lighting.** Project signage would comply with the provisions of the Hollywood Signage Supplemental Use District, and no off-site signage is proposed as part of the Project. Wayfinding signs will be located at parking garage entrances, elevator lobbies, retail entrances, and residential entrances. In addition, any illuminated signs would be required to comply with the Hollywood Signage Supplemental Use District illumination screening regulations. The Project would include architectural lighting, lighting at entrances and exits, pedestrian lighting along the right-of-way, and interior lighting. All on-site lighting will comply with regulatory requirements, including the requirements that are set forth by CalGreen and Title 24 that stipulate the use of high performance lights with color and glare control. The Project proposes an architectural lighting feature along the balconies at Floors 2 through 6 at varying locations along Selma and Argyle Avenues. The feature would not be invasive nor affect the right-of-way or sidewalk. All on-site exterior lighting will be automatically controlled to illuminate according to the time of day or conditions. In addition, design elements will be incorporated to limit the direct view of the light source surface for all exterior light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Finally, all new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.
Open Space and On-Site Landscaping. Option 1 would provide 28,665 square feet of usable open space, while Option 2 would provide 28,785 square feet of usable open space. Common open space for both options would be comprised of 25,228 square feet of amenities and consists of a 4,731 square-foot interior courtyard located on the Level 2, and includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas, a 3,632 square-foot landscaped rear yard area on the podium level, and a 1,576 square-foot amenity terrace located on Floor 7. Both Options 1 and 2 would provide private open space in the form of balconies at each elevation totaling 11,800 square feet.

Pursuant to LAMC Section 12.21 G.2(a)(3), the Project is required to provide a minimum of 25 percent of provided common open space area, or 3,556 square feet as landscaped area, and one tree per every four units, or 69 trees. Both Options provide a total of 5,849 square feet of landscaped area, with 72 total trees. Landscaping is located on the Level 2, in an interior courtyard, and a landscaped area within the rear yard that is accessible to residents. Last, the Project provides 72 street trees located at the ground floor along Selma Avenue and Argyle Avenue.

Trash Collection. The trash areas are located in enclosed trash rooms within the building, and are not visible from the public right-of-way. Residential trash rooms are located on all seven floors. The commercial trash room is located on the ground floor adjacent to a loading area, and is also fully enclosed and not visible from the public right-of-way.

Loading Areas. The Project proposes two commercial options, Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. The loading space under both options is not located near a pedestrian entry or commercial entry.

In conclusion, the Project consists of a mixed-use building with off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

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

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

Option 1 would provide 28,665 square feet of open space, while Option 2 would provide 28,785 square feet of open space, comprised of a podium level outdoor amenity space
consisting of an interior courtyard, which includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas; a 3,632 square-foot landscaped rear yard area, accessible from the second floor, and 1,576 square-foot amenity terrace located on the seventh floor. Interior open space would consist of a lounge, recreation room, clubhouse, theater room, editing, and production space, at the ground floor. At the second floor, the Project would include a yoga studio, indoor/outdoor lounge, and fitness and wellness center as interior amenities, and an outdoor courtyard located interior to the building, including a pool, spa, outdoor cooking facilities, fire pits, gathering space, and landscaping that is open to the sky. The Project would also provide private open space in the form of balconies along each elevation from Floors 2 through 7. The Project would also include includes trash rooms at floors two through seven. Therefore, the Project would provide recreational and service amenities for residents, and would minimize impacts on surrounding properties.

Environmental Findings

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an Environmental Impact Report (EIR), under Case No. ENV-2016-3743-EIR (State Clearing House No. 2017081039), consisting of a Draft EIR dated April 18, 2019, and a Final EIR, dated October 17, 2019, and an Erratum dated November 1, 2019 (Modera Argyle Project EIR). Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the Project at 1546 Argyle Avenue, consisting of the demolition of a surface parking lot and six commercial buildings totaling 61,816 square feet of floor area and the development of a new mixed-use building, including 276 dwelling units and up to 24,000 square feet of ground floor retail and restaurant uses. Alternatively, a 27,000 square-foot grocery store could be constructed in lieu of the proposed retail and restaurant uses. Of the 276 dwelling units, five (5) percent of the permitted base density, would be set aside for Very Low Income Households. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a FAR of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The subject property is a 1.11-acre site located at 1546 North Argyle Avenue and 6224 West Selma Avenue in the Hollywood area of Los Angeles (Site or Project Site).

In a Letter of Determination dated November 15, 2019, the City’s Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project’s Vesting Tentative Tract map (VTT). No appeals for the Project were received. A Notice of Determination was filed on November 26, 2019 with the Los Angeles County Clerk.

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

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration...
due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

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

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Exhibit "B", are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.
IV. Mitigation Monitoring Program

1. Introduction

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

The evaluation of the Project’s impacts in this Environmental Impact Report (EIR) takes into consideration the Project design features and applies mitigation measures needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the Project design features and mitigation measures identified in the EIR for the Project.

The City of Los Angeles (City) is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. It is noted that while certain agencies outside of the City may be listed herein as the monitoring/enforcement agencies for individual Project design features and mitigation measures, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;

2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;

4. Identify monitoring and enforcement agencies;

5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;

6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

3. Organization

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

- Enforcement Agency—the agency with the power to enforce the Project design feature or mitigation measure.

- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- Monitoring Phase—the phase of the Project during which the Project design feature or mitigation measure shall be monitored.

- Monitoring Frequency—the frequency at which the Project design feature or mitigation measure shall be monitored.

- Action Indicating Compliance—the action by which the Enforcement Agency or Monitoring Agency indicates that compliance with the identified Project design feature or required mitigation measure has been implemented.

4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate Monitoring and Enforcement Agencies identified for each Project design feature and mitigation measure. The Applicant shall maintain records demonstrating compliance with each Project design feature and mitigation measure, as required. Such records shall be made available to the City upon request.
During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of Project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall prepare documentation of the Applicant’s compliance with the Project design features and mitigation measures every 90 days during construction in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant’s Annual Compliance Report. The Construction Monitor shall be obligated to immediately notify the Applicant of any non-compliance with the Project design features and mitigation measures. If the Applicant does not correct any non-compliance within two days from the time of notification, the Construction Monitor shall be obligated to report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

5. Program Modification

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

The Project shall be in substantial conformance with the Project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with Project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a Project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of any Project design feature or mitigation measure. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the Project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the Project design feature or mitigation measure. Under this process, the
IV. Mitigation Monitoring Program

Modification or deletion of a Project design feature or mitigation measure shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the Project design feature(s) or mitigation measure(s) results in a substantial change to the Project or the non-environmental conditions of approval.

6. Mitigation Monitoring Program

A. Air Quality

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

B. Cultural Resources

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

CUL-MM-1: A qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the archaeologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist’s recommendations have been implemented to the satisfaction of the archaeologist.
IV. Mitigation Monitoring Program

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction

- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered

- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

**CUL-MM-2:** A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction

- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered

- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist
C. Greenhouse Gas Emissions

(1) Project Design Features

**GHG-PDF-1:** The design of the new buildings shall incorporate features of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Certified or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Certified certification shall include, but are not limited to the following:

a. Exceeding Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2016 Building Energy Efficiency Standards requirements.


c. Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.

d. Water-efficient plantings with drought-tolerant species;

e. Fenestration designed for solar orientation; and


- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction; pre-operation

- **Monitoring Frequency:** Once at Project plan check; once during field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**GHG-PDF-2:** The Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
IV. Mitigation Monitoring Program

- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**GHG-PDF-3:** The Applicant shall provide at least 20 percent of the total code-required parking spaces provided for all types of parking facilities, but in no case less than one location, capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles (EVs) at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20 percent results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

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

**GHG-PDF-4:** A minimum of 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Project plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5-percent requirement results in a fractional space, round up to the next whole number.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
IV. Mitigation Monitoring Program

- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

D. Hazards and Hazardous Materials

(1) Project Design Features

**HAZ-PDF-1:** Preparation of a Soil Management Plan (SMP): Prior to the issuance of a grading permit, a qualified environmental professional as defined by 40 CFR 312.10 shall be retained to prepare an SMP. The SMP shall document the historical conditions known about the Project Site and be prepared and executed in compliance with all applicable regulatory requirements. The SMP shall:

- Be implemented during soil disturbing construction activities (excavation and/or grading) to address any residual soil contamination and to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site or remediated on-site.

- Include practices that are consistent with the California Division of Occupational Safety and Health regulations, California Code of Regulations, Title 8, as well as Certified Unified Program Agency remediation standards that are protective of the planned use.

- Document the historical conditions known about the Project Site and be prepared and executed in compliance with all applicable regulatory requirements;

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To be considered a qualified environmental professional, a person must hold a current Professional Engineer’s or Professional Geologist’s license or registration from a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) and have the equivalent of three years of full-time relevant experience; or be licensed or certified by the federal government, a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) to perform environmental inquiries as defined in Section 312.21 and have the equivalent of three years of full-time relevant experience; or have Baccalaureate or higher degree from an accredited institution of higher education in a discipline of engineering or science and the equivalent of five years of full-time relevant experience; or have the equivalent of ten years full-time experience.
IV. Mitigation Monitoring Program

- Address any residual soil contamination and to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site or remediated on-site.

- Require that a qualified environmental professional or their designated representative be present on the Project Site during grading and excavation activities to sample and screen any potential residual soil contamination should it be encountered.

The qualified environmental professional shall use visual identification (such as discolored soils) and/or a screening (organic vapor) meter to identify any residual soil contamination. If potential residual soil contamination is observed based on the visual identification or the screening meter, excavation and grading within such area shall be temporarily halted and redirected around the area until the contamination is evaluated by the qualified environmental professional using appropriate sampling and analytical techniques. The nature and extent of contamination shall be determined and the appropriate handling, disposal, and/or treatment of the contaminated soil shall be implemented in accordance with all applicable regulatory requirements.

The SMP also shall provide/include, as applicable, the following:

- Protocols and procedures for properly handling contaminated soil that may be encountered and to protect human health and the environment during soil disturbing construction activities (excavation and/or grading);

- Procedures for segregation of visibly impacted soil/characterization/off-site disposal (if encountered), health and safety training, soil stockpile management (if conducted), import fill placement (if needed), and environmental site controls for stormwater and dust during the development activities;

- Action levels and air monitoring procedures for worker and community safety.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction; construction

- **Monitoring Frequency:** Periodically during construction

- **Action Indicating Compliance:** Field inspection sign-off
IV. Mitigation Monitoring Program

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

E. Land Use and Planning

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

F. Noise

(1) Project Design Features

**NOI-PDF-1:** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers’ standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

**NOI-PDF-2:** Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators shall be used during construction.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
IV. Mitigation Monitoring Program

- **Action Indicating Compliance:** Field inspection sign-off

**NOI-PDF-3:** Project construction would not include the use of driven (impact) pile systems.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction

**NOI-PDF-4:** All outdoor mounted mechanical equipment would be enclosed or screened from off-site noise-sensitive receptors.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, construction
- **Monitoring Frequency:** Once at Project plan check; once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**NOI-PDF-5:** Loading and trash collecting areas would be screened from off-site noise-sensitive receptors.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, construction
- **Monitoring Frequency:** Once at Project plan check; once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

**NOI-PDF-6:** Outdoor amplified sound systems (e.g., speaker and stereo systems, amplification systems, or other sound-producing devices) would be designed so as not to exceed the maximum noise level of: (i) 75 dBA
IV. Mitigation Monitoring Program

(L_{eq-1hr}) at a distance of 25 feet from the amplified sound systems at the ground level outdoor patio area; and (ii) 85 dBA (L_{eq-1hr}) at a distance of 25 feet at the second level outdoor pool and courtyard and at the Level 7 amenity terrace.

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

(2) Mitigation Measures

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

- Along the western property line of the Project Site between the Project construction areas and the Camden Apartments building (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 11-dBA noise reduction at the ground level of receptor location R2.
- Along the northern property line of the Project Site between the Project construction areas and the hotel building on Argyle Street (receptor location R4). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R4.
- Along the eastern property line of the Project Site between the Project construction areas and the Hollywood Proper Residences building (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R5. [Note: This mitigation is only needed if the Palladium Residences development, which would adequately attenuate the Project’s on-site construction noise at receptor location R5, has not been built prior to Project construction].
- Along the southern property line of the Project Site between the construction areas and new mixed-use development located
IV. Mitigation Monitoring Program

adjacent to the south of the Project Site (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at ground level of receptor location R1.2

- **Enforcement Agency**: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of Building and Safety
- **Monitoring Phase**: Pre-construction; construction
- **Monitoring Frequency**: Once at Project plan check; once during field inspection
- **Action Indicating Compliance**: Issuance of applicable building permit; submittal of compliance report from qualified noise consultant; issuance of Certificate of Occupancy

G.1. Public Services—Fire Protection

1. Project Design Features

FIR-PDF-1: Automatic fire sprinkler systems shall be installed in all new buildings.

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

2. Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

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2. *This mitigation is only needed if the proposed development is built and occupied prior to or during Project construction.*
G.2. Public Services—Police Protection

(1) Project Design Features

POL-PDF-1: During construction, the Project Applicant or its successor shall implement appropriate temporary security measures, including, but not limited to, security fencing, low-level security lighting, and locked entry. During construction activities, the Project’s contractor will document the security measures being implemented.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

POL-PDF-2: The Project shall design building entrances and exits, spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. Lobby areas shall be made visible from the public streets or entry ways. Publicly accessible facilities shall be located strategically, in convenient and accessible locations, in order to increase use and the perception of safety, not in areas that are remote from areas of frequent activity. The Project shall also design public spaces to be easily patrolled and accessed by on-site security personnel.

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

POL-PDF-3: Prior to the issuance of a building permit, the Project Applicant or its successor shall consult with LAPD’s Crime Prevention Unit regarding the incorporation of any additional crime prevention features appropriate for the design of the Project.
• **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning

• **Monitoring Agency:** City of Los Angeles Department of Department of City Planning

• **Monitoring Phase:** Pre-construction

• **Monitoring Frequency:** Once at Project plan check prior to the issuance of applicable building permit

• **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

**POL-PDF-4:** During operation, the Project shall include access controls in the forms of private on-site security, a closed circuit security camera system, and keycard entry for the residential building and the residential parking areas.

• **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

• **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning

• **Monitoring Phase:** Operation

• **Monitoring Frequency:** Annually

• **Action Indicating Compliance:** Documentation of private on-site security in annual compliance report.

**POL-PDF-5:** During operation, Project residents shall be provided information on local Neighborhood Watch groups and the like and encouraged to participate in community groups and workshops, strengthening the connections between Project residents and their neighbors in the community.

• **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

• **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning

• **Monitoring Phase:** Operation

• **Monitoring Frequency:** Annually

• **Action Indicating Compliance:** Documentation of private on-site security in annual compliance report.

**POL-PDF-6:** During operation, the Project shall provide security to monitor entrances and exits, manage and monitor the fire/life/safety systems, patrol the perimeter of the property, and control and monitor activities in the public spaces and private outdoor areas. Contact information for
IV. Mitigation Monitoring Program

on-site security staff shall be prominently displayed throughout the project.

- **Enforcement Agency**: City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety
- **Monitoring Agency**: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase**: Operation
- **Monitoring Frequency**: Annually
- **Action Indicating Compliance**: Documentation of private on-site security in annual compliance report.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

G.3. Public Services—Schools

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

G.4. Public Services—Parks and Recreation

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

G.5. Public Services—Libraries

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.
IV. Mitigation Monitoring Program

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H. Transportation

(1) Project Design Features

TR-PDF-1: Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include street closure information, a detour plan, haul routes, and a staging plan. The Construction Traffic Management Plan will also include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan will include, but not be limited to, the following measures:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Argyle Avenue and Selma Avenue, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site’s driveways.

- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.

- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.

- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.

- Coordination with Metro to address the relocation of the bus layover stop located east of Argyle Avenue along Selma Avenue adjacent to the Project Site.
• Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.

• Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.

• Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.

• No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.

• Spacing of trucks so as to discourage a convoy effect.

• Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.

• Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.

• Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.

• Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.

• Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

• **Enforcement Agency:** City of Los Angeles Department of Transportation

• **Monitoring Agency:** City of Los Angeles Department of Transportation

• **Monitoring Phase:** Pre-construction; construction

• **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit; once during field inspection

• **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off
IV. Mitigation Monitoring Program

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

I. Tribal Cultural Resources

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J.1. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

WAT-PDF-1: The Project design shall incorporate the following design features to support water conservation in excess of LAMC requirements:

- Residential bathroom faucets with a maximum flow rate of 1.0 gallon per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 1.75 gallons per minute.

- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.

- Non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).

- High-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).

- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms.

- Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.
IV. Mitigation Monitoring Program

- Installation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Use of landscape contouring to minimize precipitation runoff.
- Use of LID flow-through planters within common site areas that are not located above subterranean parking, where required.

**Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety

**Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J.2. Utilities and Service Systems—Wastewater

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

K. Energy Conservation and Infrastructure

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.
PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK’S OFFICE
SUPPLEMENTAL

<table>
<thead>
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<th>ENVIRONMENTAL DOCUMENT:</th>
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<td>ENV-2016-3743-EIR SCH 2017081039</td>
<td>13 – O'Farrell</td>
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PROJECT ADDRESS:

1546 North Argyle Avenue and 6224 West Selma Avenue

PLANNER CONTACT INFORMATION:

<table>
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<th>TELEPHONE NUMBER:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>(213) 847-3672</td>
<td><a href="mailto:jason.mccrea@lacity.org">jason.mccrea@lacity.org</a></td>
</tr>
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</table>

NOTES / INSTRUCTION(S):

Supplemental Transmittal for appeal received.

Applicant/Appellant:

Sam Simone, MCRT Investments LLC
949 South Coast Drive Suite 400
Costa Mesa, CA 92626

TRANSMITTED BY:            TRANSMITTAL DATE:

Cecilia Lamas
Commission Executive Assistant

March 10, 2020
APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission    ☐ City Planning Commission    ☐ City Council    ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR

Project Address: 1546 N. Argyle Avenue and 6224 W. Selma Avenue

Final Date to Appeal: 02/25/2020

2. APPELLANT

Appellant Identity:
(check all that apply)
☐ Representative
☐ Applicant
☐ Property Owner
☐ Operator of the Use/Site

☐ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Person affected by the determination made by the Department of Building and Safety

☐ Representative    ☐ Owner    ☐ Applicant    ☐ Operator    ☐ Aggrieved Party

3. APPELLANT INFORMATION

Appellant’s Name: Samuel Simone

Company/Organization: MCRT Investments, LLC

Mailing Address: 949 South Coast Drive, Suite 400

City: Costa Mesa    State: CA    Zip: 92626

Telephone: (714) 795-3954    E-mail:

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☐ Self    ☐ Other:

b. Is the appeal being filed to support the original applicant’s position?    ☐ Yes    ☐ No
4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Todd Nelson

Company: Armbruster Goldsmith & Delvac LLP

Mailing Address: 12100 Wilshire Blvd., Suite 1600

City: Los Angeles State: CA Zip: 90025

Telephone: (310) 209-8800 E-mail: todd@agd-landuse.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? □ Entire ☑ Part

b. Are specific conditions of approval being appealed? ☑ Yes □ No

If Yes, list the condition number(s) here: Site Plan Review, Condition 9

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

☑ The reason for the appeal ☑ How you are aggrieved by the decision
☑ Specifically the points at issue ☑ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: ___________________________ Date: 2/24/2020

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates). Each case being appealed is required to provide three (3) sets of the listed documents.

☑ Appeal Application (form CP-7769)
☑ Justification/Reason for Appeal
☑ Copies of Original Determination Letter

b. Electronic Copy

☑ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

☑ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.

☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

☑ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC

☑ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.
C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITIES (TOC)

1. Density Bonus/TOC
   Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

   NOTE:
   - Density Bonus/TOC cases, only the on menu or additional incentives items can be appealed.
   - Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation),
     and always only appealable to the Citywide Planning Commission.
   - Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility
     bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT
   Appeal procedure for Waiver of Dedication or improvement per LAMC Section 12.37 I.

   NOTE:
   - Waivers for By-Right Projects, can only be appealed by the owner.
   - When a Waiver is on appeal and is part of a master land use application request or subdivider’s statement for a
     project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

   NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City
   Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
   - Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ 1. Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an applicant is considered the
   Original Applicant and must provide noticing and pay mailing fees.

   a. Appeal Fee
      ☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the
       Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the
       City of Los Angeles Building Code)

   b. Notice Requirement
      ☐ Mailing Fee - The applicant must pay mailing fees to City Planning’s mailing contractor (BTC) and submit a
       copy of receipt as proof of payment.

☐ 2. Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved
   person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as
   noted in the determination.

   a. Appeal Fee
      ☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

   b. Notice Requirement
      ☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
      ☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of
        receipt must be submitted as proof of payment.
G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

   NOTE:
   - Nuisance Abatement is only appealable to the City Council.

   a. Appeal Fee
      □ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review
   Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

   a. Appeal Fee
      □ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
      □ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only

<table>
<thead>
<tr>
<th>Base Fee:</th>
<th>Reviewed &amp; Accepted by (DSC Planner):</th>
<th>Date:</th>
</tr>
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<tbody>
<tr>
<td>$13,538.00</td>
<td>Terri Osborne</td>
<td>2/25/20</td>
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| Receipt No: | Deemed Complete by (Project Planner): | Date: |
|            |                                      |      |
| 0198158529 |                                       |      |

□ Determination authority notified  □ Original receipt and BTC receipt (if original applicant)
CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR

Justification/Reason for Appeal

MCRT Investments, LLC (“Applicant”) has proposed the development of a mixed-use project (“Project”) at 1546 N. Argyle Avenue. On February 5, 2020, the City Planning Commission (“CPC”) issued its determination letter recommending approval of the Project’s General Plan Amendment and Zone and Height District Change, and approving the Project’s Density Bonus, Master Conditional Use Permit for Alcohol, and Site Plan Review. The last day to appeal the CPC’s determination is February 25, 2020.

The CPC’s determination includes Site Plan Review Condition No. 9, which is copied below:

9. Argyle and Selma Avenue Corner. The Applicant shall submit a revised "Exhibit A" which incorporates architectural design changes at the corner of Selma Avenue and Argyle Avenue that reduce bulk and presence above the ground floor, including any necessary changes to massing, to the satisfaction of the Department of City Planning (DCP). Revised Plans shall be stamp-dated upon approval by DCP staff.

As described in detail in the staff report prepared for the CPC, the Applicant worked closely with City staff as well as neighborhood stakeholders throughout the City’s review process to refine and enhance the Project’s design through multiple rounds of design revisions. The Project presented to the CPC reflected the positive results of this process, and the CPC expressed strong support for the Project and voted unanimously to approve it. However, Condition No. 9 is not reflective of these facts, and creates an unnecessary burden on the Applicant by requiring the Project to undergo future, post-entitlement design revisions without any supporting explanation or justification for such revisions.

The Applicant therefore appeals the Site Plan Review portion of the CPC’s determination in order to request that the City Council eliminate Site Plan Review Condition No. 9 in its entirety.
At its meeting of January 23, 2020, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Demolition of a surface parking lot and six commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building, including 276 dwelling units of which five percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space, while Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square foot lot, for a Floor Area Ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

1. **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project was assessed in the EIR No. ENV-2016-3743-EIR (State Clearing House No. 2017081039) which includes the Draft EIR dated April 2019, the Final EIR, dated October 2019, and Erratum dated November 2019, previously certified on November 6, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project;

2. **Approved and Recommended** that the City Council **adopt**, pursuant to City Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a General Plan Amendment to the Hollywood Community Plan to re-designate the Site from Commercial Manufacturing to Regional Center Commercial land use;

3. **Approved and Recommended** that the City Council **adopt**, pursuant to LAMC Section 12.32 F and Q, a Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN to remove an existing “Q” Condition prohibiting residential uses (per Ordinance No. 165,662), and to establish Height District No. 2 to allow for a 4.5:1 FAR;

4. **Approved**, pursuant to LAMC Section 12.22 A.25, a Density Bonus for a 14 percent density bonus to permit a total of 276 dwelling units, of which five percent of the permitted base density would be set aside for Very Low Income Households, in conjunction with Parking Option 1 and one On-Menu Incentive for a 20 percent increase in the maximum allowable FAR from 4.5:1 to 5.4:1;

5. **Approved**, pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within a maximum of three restaurants, or for the sale of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square-foot grocery store;
6. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a project that would result in 276 dwelling units;
7. **Adopted** the attached Modified Conditions of Approval; and
8. **Adopted** the attached Amended Findings.

The vote proceeded as follows:

Moved: Millman  
Second: Perlman  
Ayes: Choe, Khorsand, Leung, Mack, Mitchell, Padilla-Campos  
Absent: Ambroz

**Vote:** 8 – 0

Cecilia Lamas, Commission Executive Assistant  
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission as it relates to the General Plan Amendment is final. The Zone Change and Height District Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

**FINAL APPEAL DATE:** FEB 25 2020

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) is not further appealable and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City’s decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Maps, Modified Conditions of Approval, Amended Findings, Resolution

C: Debbie Lawrence, Senior City Planner  
Mindy Nguyen, City Planner  
Jason McCrea, Planning Assistant
ORDINANCE NO. ________________


THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:
(Q) QUALIFIED CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. Site Development. Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped Exhibit “A” and dated January 8, 2020, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. The project shall be constructed in a manner consistent with the following:
   a. A maximum of 276 residential units, of which 13 units (or 5 percent of base density of 242 units) shall be set aside for Very Low Income Households; and
   b. Commercial space in the form of:
      i. Option 1. A maximum of 24,000 square feet of retail/restaurant uses; or
      ii. Option 2. A maximum of one (1) establishment comprised of 27,000 square feet for a grocery store.

2. Use. The use and area regulations of the development shall be for uses as permitted in the C4 Zone, as defined in LAMC Section 12.16.

3. The use and development of the 276 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). To enable the TORS apartment/hotel hybrid use, the applicant is required to request a Conditional Use Permit.
D LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 5.4:1 floor area ratio (FAR), or a total of 261,376 square feet.

2. **Building Height.** Building height shall be limited to a maximum height of 99 feet, 1 inch, consistent with Exhibit “A”.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications/Improvements and Responsibilities/Guarantees

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.

3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.

4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.

5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.

6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.

7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.

8. **Recreation and Park Fees.** Payment of the Quimby fee shall be based on the C4 Zone and be paid prior to the recordation of Final Tract map. The application for Vesting Tentative Tract Map No. 74556 was deemed complete on October 28, 2016.

9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.

10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.
CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.22 A.25, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code (LAMC), the following conditions are hereby imposed upon the use of the subject property:

**Density Bonus Conditions**

1. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning’s Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit “A”, as approved by the City Planning Commission.

   Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

2. **Residential Density.** The project shall be limited to a maximum density of 276 residential units.

3. **Affordable Units.** A minimum of 13 units, or five (5) percent of the 242 base permitted dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2). In addition to the affordable units pursuant to Density Bonus, the applicant must provide as many replacement units affordable to Low or Very Low Income households to comply with the Determination made by the HCIDLA for replacement units. Affordable units required as replacement units shall be an equivalent type as those units being replaced.

4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25(a-d).

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 13 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

6. **Floor Area Ratio (FAR).** The requested On-Menu Incentive allows for the Floor Area Ratio to be increased by 20 percent, resulting in no greater than a 5.4:1 FAR.

7. **Automobile Parking for Residential Uses.** Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which permits one on-site parking space for each residential unit with one or fewer bedrooms; two on-site parking spaces for each
residential unit with two to three bedrooms; and two-and-one-half parking spaces for each residential unit with four or more bedrooms.

8. Adjustment of Parking. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

Site Plan Review

9. Argyle and Selma Avenue Corner. The Applicant shall submit a revised "Exhibit A" which incorporates architectural design changes at the corner of Selma Avenue and Argyle Avenue that reduce bulk and presence above the ground floor, including any necessary changes to massing, to the satisfaction of the Department of City Planning (DCP). Revised Plans shall be stamp-dated upon approval by DCP staff.

10. Ground Floor Stepback. The Project shall provide stepbacks from the property line at the ground floor no less than:
   a. Three feet along Argyle Avenue, spanning the frontage of the commercial use(s), where structurally feasible; and
   b. Three feet along the Selma Avenue frontage, where structurally feasible.

11. Street Trees. The Project shall provide five (5) street trees along Selma Avenue and seven (7) street trees along Argyle Avenue.

12. Commercial Parking. Commercial parking shall be provided in compliance with LAMC Section 12.21 A.4(x)(3).

13. Bicycle Parking. Bicycle parking shall be provided consistent with Ordinance No. 185,480, which amended Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code to update the bicycle parking regulations, effective on May 9, 2018.

   a. EV Ready. The project shall include at least 30 percent of the total code required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity.
   b. EV Installed. Of the 30 percent EV Ready, five (5) percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.
   c. Non-required Parking. Any parking spaces which are provided in excess of the Code-required parking requirement shall be capable of supporting EVSE and installed with EV chargers to immediately accommodate electric vehicles within the parking areas. The parking spaces shall be designed and labeled for EV chargers consistent with the requirement for Required Parking. It shall be at the
Applicant’s discretion to designate these spaces for residential or commercial uses.

d. When the application of either the 30 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating “EVCAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

15. **Rooftop Solar Photovoltaic.** A minimum of 15 percent of the rooftop area shall be installed with solar panels as shown on the roof plan to be maintained for the life of the project. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

16. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

17. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.

18. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit "A".

a. **Tree Wells.**

i. The minimum depth of tree wells shall be as follows:
   1. Minimum depth for trees shall be 42 inches.
   2. Minimum depth for shrubs shall be 30 inches.
   3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
   4. Minimum depth for an extensive green roof shall be three inches.

ii. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
   1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
   2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
   3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.

c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

19. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

20. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material,
pursuant to Municipal Code Section 91.8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

21. **Trash/Storage.**
   a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
   b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
   c. Trash/recycling containers shall be locked when not in use.

22. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

23. **Signage.** All on-site and off-site Signage shall comply with the Hollywood Signage Supplemental Use District (HSSUD).

24. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

**Master Conditional Use**

25. Approved herein is a Master Conditional Use Permit to allow for one of the following:
   a. **Option 1.** The sales and service of a full line of alcoholic beverages for on-site consumption within three establishments, not to exceed a total floor area of 24,000 square feet; or
   b. **Option 2.** The sales and service of a full line of alcoholic beverages for on- and off-site consumption within one establishment, not to exceed a total floor area of 27,000 square feet.

26. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

27. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

28. Notwithstanding approved Exhibit "A" and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in Exhibit "A". Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and
dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.

29. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator’s opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

30. The applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.

31. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

32. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted.

33. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

34. Each individual owner/operator of an alcoholic beverage license shall file an application for conditional use plan approval for each alcohol sales use at the facility in order to implement and utilize the permit at each of the proposed alcohol sale sites. The application must be accompanied by a payment of appropriate fees and must be accepted as complete by the Planning Department public counter.

35. The Los Angeles Police Department requests notification of all applications for a plan approval of an alcohol sale site and for all reviews for all sites. Additionally, notification shall be sent to the local Council Office and Neighborhood Council.

36. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

37. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

38. There shall be no Adult Entertainment of any type pursuant to L.A.M.C. Section 12.70, at or within any portion of the subject property.

39. No employee or agent of any of the individual retail sites of the commercial building shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the applicant(s) or business operators provide, permit, or make available, either gratuitously or for compensation, male or female patrons who act as escorts, companions, or guests of and for the customer.
40. **Plan Approval.** The applicant(s) shall file an Approval of Plans application within two (2) years, but not earlier than 18 months from the issuance of the Certificate of Occupancy to assess compliance with the conditions of the instant grant. The purpose of the plan approval will be to review the effectiveness of and the applicant’s compliance with the conditions of this grant. Upon review of the effectiveness of and compliance with the conditions, the Zoning Administrator may modify such conditions, delete or add new ones as appropriate and require a subsequent plan approval, as necessary. At any time during the period of validity of this grant, should documented evidence be submitted showing a violation of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator reserves the right to require the applicant to file for a plan approval application together with associated fees, the purpose of which will be to hold a public hearing to review the applicant’s compliance with and the effectiveness of these conditions. The applicant/petitioner(s) shall provide a summary and supporting documentation of how compliance with each condition of the grant has been attained. Upon this review the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct the public hearing for nuisance abatement/revocation purposes.

41. **Master Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Master Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants, in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Master Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue’s individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. These conditions may include additional conditions not included in the Master Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions.

42. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department “Standardized Training for Alcohol Retailers” (STAR) or Department of Alcoholic Beverage Control “Licensee Education on Alcohol and Drugs” (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

43. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

44. Loitering is prohibited on or around these premises or the area under the control of the applicant. “No Loitering or Public Drinking” signs shall be posted in and outside of the subject facility.

45. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of
City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

46. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

47. **Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

48. **Ownership/Operator Change.** Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BEST (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BEST (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

49. **MViP – Monitoring, Verification and Inspection Program.** At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

50. **Covenant and Agreement.** Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BEST (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BEST (Beverage and Entertainment Streamlined Program) for inclusion in the case file.
Environmental Conditions

51. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped Exhibit B and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

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

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

53. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.

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1 Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity.
• If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

• The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.

• The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

• If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

• The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

• Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

• Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Administrative Conditions

54. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

55. Code Compliance. Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

56. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
57. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

58. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency’s successor and in accordance with any stated laws or regulations, or any amendments thereto.

59. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

60. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

61. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:

   (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City’s processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

   (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City’s processing and approval of the entitlement, including but not limited to payment of all court costs and attorney’s fees, costs of any judgments or awards against the City (including an award of attorney’s fees), damages, and/or settlement costs.

   (iii) Submit an initial deposit for the City’s litigation costs to the City within 10 days’ notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney’s Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

   (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City’s interests. The City’s failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

   (v) If the City determines it necessary to protect the City’s interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.
CONDITIONS FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOL BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution. The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no service, sales or possession of an opened alcoholic beverage on any adjacent sidewalk or parking lot area with the exception of the approved outdoor dining area(s).

- The quarterly gross sales of alcohol shall not exceed the gross sales of food. The business operator(s) shall maintain records which reflect these numbers and make them available to the Police Department upon request.

- Bottle and/or Table service involving the distribution of distilled spirits shall be prohibited. “Buckets” of beer and portable bars are prohibited. There shall be no “Minimum drink” required of patrons. In addition, there shall be NO sales of table(s) and/or seating where alcoholic beverages are in any way included in the sale cost of the seating.

- “Happy Hour” is permitted between the hours of 4:00 pm and 9:00 pm, daily. There may be no more than a fifty percent discount on alcoholic beverages.

- No signs are permitted on the outside of the building or patio enclosure or directed from inside to the outside which display or advertise the availability of alcoholic beverages.

- No cocktail lounge shall be maintained on the premises separate from the dining area.

- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.

- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.

- Electronic age verification device(s) which can be used to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on the premises at each point-of-sale location. The device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverages.

- All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
• Alcohol may only be served to patrons who are seated at a table or seated at the bar and only in conjunction with a food order. Patrons shall not be served while standing or while waiting to be seated.

• The single unit sales of malt liquors and/or malt based products shall be prohibited.

• No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.

• The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.
FINDINGS
(As amended by the City Planning Commission on January 23, 2020)

General Plan/Charter Findings

1. General Plan Land Use Designation.

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The subject property is comprised of a single lot, totaling approximately 48,403 square feet (1.11 net acres) in size. The Community Plan currently designates the Project Site for Commercial Manufacturing land uses, with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P) Zones. The Site is presently zoned [Q]C4-1VL-SN, which is inconsistent with the range of zones permitted under the land use designation. Additionally, the range of uses allowed under the CM Zone is broader than C4, and includes uses which may be incompatible with the surrounding area. The C4 Zone is consistent throughout the surrounding area of the Project Site. As shown below, the Project Site is outlined in yellow, the Hollywood/Vine Metro Station is shown as the star shape on the map, located 0.25 miles from the Project Site, while the dashed outline is the Hollywood Center, as identified in the Hollywood Community Plan; spanning both sides of Sunset Boulevard and Hollywood Boulevard from La Brea Street to Gower Street. The Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, stating that “[t]his center area shall function: 1) as the commercial center for Hollywood and surrounding communities; and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.” The Project is also within the Hollywood Redevelopment Project Area.

As proposed, the General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land use. In addition, the Project is requesting a Vesting Zone Change and Height District Change to remove the existing “Q” Condition (per Ordinance No. 165,662) prohibiting residential uses, and to change the Height District (HD) from 1VL to 2 in order to allow a floor area ratio (FAR) of 5.4:1. The Regional Center Commercial land use designation is further restricted by Footnote 9, which establishes a 4.5:1 FAR limitation for parcels designated Regional Center Commercial within the
Hollywood Redevelopment Area, with up to 6:1 FAR with City Planning Commission approval. Pursuant to LAMC Section 12.22 A.18, parcels located in a C4 Zone and designated Regional Center Commercial are permitted to use R5 density (200 square feet of lot area per unit). In conjunction with the C4 Zone, Height District 2, does not restrict the number of stories or height, and permits a maximum FAR of 6:1. The proposed Regional Center Commercial land use designation corresponds to the C2, C4, P, PB, RAS3, and RAS4 Zones and the establishment of Height District 2 would be consistent with the surrounding area zoning, as well as Footnote 9 of the Hollywood Community Plan.

2. General Plan Text.

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

Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City’s long-range comprehensive growth strategy and provides guidance on citywide polices, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project’s consistency with the objectives and policies of the Framework Element, as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/ boulevards, while at the same time conserving existing neighborhoods and related districts.

The Project proposes the demolition of an existing surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building that includes 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Selma and Argyle Avenues, activating the pedestrian realm within walking distance to the Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining; under Option 2, the outdoor area along Selma Avenue would serve as an amenity space for residents, and the area along Argyle Avenue would serve the grocery store.

The Hollywood Center is characterized by varied uses, including medium- to high-density residential, commercial, and office uses, as well as specialized uses supporting the motion picture industry. The area immediately surrounding the Hollywood/Vine Metro Station is characterized by medium-to-high density mixed-use developments and pedestrian infrastructure such as a scramble crosswalk at the intersection of Hollywood Boulevard and Vine Street. The surrounding area includes numerous amenities within walking distance, such as retail, restaurants, entertainment venues, and historic theaters. The Project, as proposed, is consistent with uses, scales, and intensities in the surrounding area, and provides pedestrian-oriented design features that further facilitate the walkability of the surrounding area. In addition, the Project would provide additional needed housing within the Hollywood Center, including that for Very Low Income Households, with different unit configurations to serve current and future housing needs. Last, the Project proposes neighborhood-serving commercial uses, which would contribute additional options to the Hollywood Center for residents, workers, visitors, and tourists, while encourage non-automobile trips.

The Project Site is located just east of Vine Street, between the intersections of Hollywood Boulevard and Vine Street, and Sunset Boulevard and Vine Street, an area with numerous commercial uses, entertainment venues, and amenities within a job center. The Project Site is served by 11 transit lines within walking distance including Metro and LADOT bus lines 2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood on Sunset Boulevard, and lines...
180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood on Hollywood Boulevard. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. The close proximity, access to transit, and variety of uses provide residents with ample options for trips to be taken by walking or transit.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Hollywood Center, while locating new residents and jobs within an established center respecting nearby established neighborhoods. The Project's mix of uses, neighborhood-serving commercial space, location within a regional center well served by transit, and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

Chapter 4: Housing

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Housing Chapter:

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

**Objective 4.1:** Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

**Objective 4.2:** Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

**Policy 4.2.1** Offer incentives to include housing for very low- and low-income households in mixed-use developments.

As proposed, the Project would redevelop an existing commercial use with a new mixed-used project that includes 276 residential units, comprised of studio, one-bedroom, and two-bedroom units. Of the 276 residential units proposed, 13 units would be reserved for Very Low Income households. In addition, the Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by 11 bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region.

Chapter 7: Economic Development Chapter

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Economic Development Chapter:

**Goal 7B:** A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.

**Objective 7.2:** Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3 Encourage new commercial development in proximity to rail and bus transit corridors and stations

Goal 7C: A City with thriving and expanding businesses.

Objective 7.3: Maintain and enhance the existing businesses in the City.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The mix of uses and additional residents will contribute activity and commerce to the existing Hollywood Center, further supporting nearby businesses and job centers. Both Options 1 and 2 would contribute to neighborhood-serving uses and serve the expanding community and focused development around the Hollywood/Vine Metro Station, through either a grocery store or retail and/or restaurant space.

The Project would be consistent with the above goals, objectives, and policies through the proposed mix of uses and additional residents generated by the Project. Both Option 1 and Option 2 complement the existing retail and commercial base in the surrounding area as a result of their proximity to the Hollywood/Vine Metro Station, and the high concentration of uses commercial, retail, and entertainment uses in the Hollywood Center. The additional residents and commercial uses will further contribute to the concentration of activity in the Hollywood Center, further supporting the area as one of the City’s destinations for residents, businesses, and tourists.

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

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s workforce to both live and work in the city.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.

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

As previously mentioned, the Project would provide a mix of uses including new housing and commercial employment opportunities for a community that is within a 0.25 miles of the
Hollywood/Vine Metro Station and 11 bus lines. The housing would include units set aside for Very Low Income Households, as well as studio, one-bedroom, and two-bedroom units, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the Proposed Project would be consistent with the above listed goals, objectives and policies of the Framework Element.

Citywide Design Guidelines

The Urban Design Studio has adopted a three part design approach to evaluating projects to reflect the new Citywide Design Guidelines, which consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted Design.

Pedestrian First Design

The Project would provide a transparent ground floor, street-facing storefronts and at-grade entryways that provide shelter and promote active street use by pedestrians along both Argyle and Selma Avenues. The Project includes two options; both would include usable outdoor open space along both Argyle and Selma Avenues, activating the pedestrian realm with active ground floor uses. The Project would also provide improvements to Argyle and Selma Avenues through the addition of full-width concrete sidewalks, tree wells, shade trees and landscaping. The Project locates its primary driveways away from residential and commercial entryways, and provides ground level short-term bike parking along Selma and Argyle Avenues.

360-Degree Design

The Project design implements varied materials which would provide horizontal and vertical articulation through the use of balconies that break up the building planes and reduce the visual mass of the building. The Project has implemented design elements and a uniform architectural theme on each elevation, and minimizes the use of blank walls. The Project’s eastern elevation has been designed to respond to the approved, but yet to be constructed, Palladium Project, by incorporating a mural that would still be visible after completion of the adjacent development.

The rounded corner at the intersection of Argyle Avenue and Selma Avenue provides a defining architectural feature, and signifies a differentiation in uses from the below plaza and uses. A strong horizontal datum at the first level, in addition to a consistent streetwall, materials, and high visibility glass, provide further differentiation between the above and below uses.

Climate Adapted Design

The Project would include sustainability measures and design features which reduce energy and water consumption, such as LEED Certification, the use of Energy Star-labeled products and appliances, light-emitting diode (LED) lighting or other energy-efficient lighting technologies, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. Additionally, the Project would allocate 15 percent of its roof area for solar energy, as detailed in Exhibit A. Additionally, the Project would incorporate design features to support water conservation in excess of LAMC requirements, including, but not limited to: highly efficient fixtures in residential and commercial uses, tankless water heaters, leak detection in pool facilities, and water efficient landscaping.
**Housing Element**

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City’s housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City’s housing and growth strategy. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

**Goal 1:** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

**Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

**Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.

**Policy 1.1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

**Objective 1.3:** Forecast and plan for changing housing needs over time in relation to production and preservation needs.

**Policy 1.3.5:** Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.

The Project would consist of a new mixed-use building, including 276 dwelling units and two ground-floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Of the 276 dwelling units, 13 units would be set aside for Very Low Income Households. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would accommodate various income levels (Very Low Income and Market Rate) and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major commercial and employment center and within 0.25 miles of the Hollywood/Vine Metro Station, which is served by the Metro Red Line and within walking distance to 11 bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region. The Project Site is also within proximity to the Hollywood/Vine Metro Station, as well as two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). Additionally, the Los Angeles International Airport (LAX) FlyAway Shuttle stop is located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport.

The General Plan Amendment to Regional Center Commercial land use designation in conjunction with the recommended Vesting Zone and Height District Change to (T)(Q)C4-2D-SN would allow residential uses, otherwise prohibited by a "Q" Condition on the site, at a
density and scale compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses.

**Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.

**Objective 2.1:** Promote safety and health within neighborhoods.

**Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

**Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.

**Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.

**Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

**Objective 2.5:** Promote a more equitable distribution of affordable housing opportunities throughout the City.

**Policy 2.5.1:** Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.

**Policy 2.5.2:** Foster the development of new affordable housing units citywide and within each Community Plan area.

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area.

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. In addition, the Proposed Project would enhance livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. The Project would continue a scale and intensity of development consistent with surrounding uses, creating a complementary scale and form from Selma Avenue and Vine Street through to Selma Avenue and Gower Street.

Lastly, the Project provides housing at various income levels (Very Low Income and Market Rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous retail, restaurant, entertainment, and employment uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park including the Hollywood Bowl, Los Angeles Zoo, and Griffith Park facilities. The Metro Red Line Hollywood/Vine Station located 0.25 miles from the Project Site would further facilitate
connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential and commercial uses in a job center that is well served by transit, the Project would allow future residents to utilize alternative means of transportation in their commutes, in addition to opportunities for workers to live in close proximity to their place of employment. The Project would include employment opportunities within the ground floor commercial space, as well as providing housing and promoting a jobs-housing balance within the Hollywood Center.

**Mobility Element**

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City’s high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

**Chapter 2: World Class Infrastructure**

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

The Project would provide a combination of ground floor retail and restaurant uses, or a grocery store, in addition to a consistent streetwall and scale around the Selma Avenue and Argyle Avenue intersection, providing an inviting pedestrian environment for residents, workers and visitors. The Project is also required to improve both adjoining streets with full-width concrete sidewalks, and upgrades as necessary to comply with American’s With Disabilities Act (ADA) requirements. The Project would provide 72 trees, which will include seven street trees along Selma Avenue and five (5) street trees along Argyle Avenue. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

**Chapter 3: Access for All Angelenos**

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

**Policy 3.3:** Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

**Policy 3.5:** Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently featured at the corner of Selma and Argyle Avenues, with short-term bicycle parking spaces located directly adjacent to this entrance. In the case of Option 1, a residential entry would be located at the southwest corner of the Project Site along Argyle Avenue, which includes a plaza, prominent entryways, and short-term bicycle parking. A total of 14 short-term bicycle parking spaces and 170 long-term bicycle parking spaces would be provided. Long-term bicycle parking is located in the first subterranean parking level with access to an elevator provided from street level along Selma Avenue adjacent to vehicle entry. The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, served by the Red Line; and the surrounding area is served by two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). An LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. Thus, the Project’s location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

Chapter 5: Clean Environments and Healthy Communities

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20 percent of the LAMC-required parking shall be pre-wired for the future installation of electric vehicle (EV) charging stations and five (5) percent of the spaces are required to be equipped with EV charging stations. In addition, the Project is conditioned to provide a minimum amount of solar energy generation to minimize dependence on fossil fuel energy sources.

Health and Wellness Element

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

Chapter 2: A City Built for Health

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

The Project would provide street trees, floor-to-ceiling glass storefronts along the ground floor, outdoor dining or gathering areas and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would
provide repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. Under Option 1, the outdoor area along Selma and Argyle Avenues would serve as an outdoor dining for the ground floor retail and or restaurant uses; under Option 2, the outdoor area along Selma Avenue would serve as an amenity for residents, while the outdoor area along Argyle Avenue would serve the grocery use. The Project would be LEED Certified, and required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

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

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

The Project would result in the creation of new housing and commercial uses within 0.25 miles of the Hollywood/Vine Metro Station and 11 bus lines. Future visitors, employees, and residents of this Project, as well as people who already live and work in the area, will be able to take advantage of the Project’s mix of land uses within proximity to transit to serve their daily needs. The Project proposes two ground floor commercial options, each with neighborhood-serving uses, including ground floor retail and/or restaurant establishments under Option 1, and a grocery store under Option 2. Additionally, ground floor outdoor usable space would be located along Selma Avenue and Argyle Avenue, further activating the pedestrian realm. Under Option 1, the outdoor area would be outdoor dining along both Argyle Avenue and Selma Avenue, while under Option 2 the outdoor space along Selma Avenue would be an amenity for residents with outdoor space along Argyle Avenue serving the grocery use. Dining, entertainment, and other amenities, such as an interior courtyard, outdoor amenity areas, and observation deck at the 7th floor would encourage and allow for socializing on-site, reducing off-site trips. Numerous transit options around the Project would encourage residents, patrons and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

Land Use Element – Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The Plan Map designates the subject property for Commercial Manufacturing land use with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P). The Project Site is zoned [Q]C4-1VL-SN. The site is further restricted by a “Q” Condition (Ordinance 165,662). The existing zoning is inconsistent with the General Plan land use designation; however, the proposed Project would be consistent with the surrounding area Land Use designations, zoning, and form and use. The land use and zoning as proposed is consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The Hollywood Community Plan, a part of the Land Use Element of the City’s General Plan, states the following objectives that are relevant to the Project:

Objective No. 1: To further the development of Hollywood as a major center of population, employment, retail service and entertainment.
**Objective No. 3:** To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.

**Objective No. 4:** To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment. Under Option 1 the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor space along Selma as an amenity space for residents and the outdoor area along Argyle for the grocery use.

The Project would allow the development of residential and commercial uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as Regional Center Commercial and the focal point of the Hollywood Community Plan area, the Hollywood Center. The uses and intensity would support the Hollywood Center economically by introducing new residents, services, and activity located within 0.25 miles of the Hollywood/Vine Metro Station. The Project includes uses appropriate for the Hollywood Center, and the proposed scale and intensity of development is compatible with surrounding mixed-use developments. The new commercial space, in the form of either retail and/or restaurant under Option 1, or grocery store under Option 2, would create additional destinations within the Hollywood Center, while providing existing residents with neighborhood-serving uses within walking distance to several transit options.

The Project would provide 276 residential units, of which 13 units would be reserved for Very Low Income Households, and would include studio, one-bedroom, and two-bedroom configurations. The mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice and be located within the Hollywood Center.

The Project would provide mixed-income housing and commercial space within an established regional center and proximity to transit. The mix of uses, scale, intensity, form and design are consistent with the surrounding area and the intent of the prevailing surrounding Regional Center Commercial designation.

**Hollywood Redevelopment Plan**

In addition to achieving the objectives of the Hollywood Community Plan, the Project would also support and be consistent with the following objectives identified in subsection 506.2.3: Regional Center Commercial Density of the Hollywood Redevelopment Plan:
Objective a: To concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs.

Objective b: To provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures.

Objective d: To encourage the development of appropriately designed housing to provide a balance in the community.

The Project would redevelop and existing commercial building with a mixed-use development that includes residential with ground floor commercial uses within 0.25 miles to the Hollywood/Vine Metro Station and 11 bus lines. The nearest residential neighborhood is located two blocks east of the Project Site and is characterized by multi-family apartments with similar form, character, and setbacks, density, and form. Further, the Project would incorporate floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma and Argyle Avenues. The Project would provide short-term bicycle parking spaces along Selma Avenue and Argyle Avenue. Overall, the Project proposes to redevelop a site with little pedestrian activity or amenities and exclusively commercial uses with a mixed-use project including affordable residential units, pedestrian and cyclist amenities, and neighborhood serving commercial space within an existing regional center. The inclusion of 276 residential units, of which 13 units reserved for Very Low Income Households, would also support a balance in the community by providing both affordability of units, and additional residents in a concentrated regional center.

Thus, the Project would be consistent with the surrounding area in form, character, use, and pedestrian orientation. In addition to physically complementing adjacent development, the proposed residential and commercial uses further support the adjacent businesses surrounding the Hollywood/Vine Metro Station.

3. The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.

4. Charter Finding – City Charter Finding 555. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

a. Amendment in Whole or in Part. The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Hollywood Community Plan, representing a change to the social, physical and economic identity of the Project Site, which is currently designated as Commercial Manufacturing and zoned [Q]C4-1VL-SN.

The Project Site is significant in economic and physical identity because it is located 0.25 miles from the Hollywood/Vine Metro Station, within the Hollywood Center, and an area designated in both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams as a Regional Center. The intent and purpose of the Regional Center Designation is to serve as a regional employment center with corresponding commercial, entertainment, housing stock, and residential population. The Project Site's proximity to
transit, jobs, and services within the Hollywood Center make it a key part of developing
the area with residences, jobs, and services as intended by both the Hollywood
Community Plan and General Plan Long Range Land Use Diagrams. The Project Site is
socially significant in its location, both as a prior film vault use, and within the Hollywood
area, a center of entertainment, nightlife, and tourism. The introduction of new uses and
residential population would support the existing Hollywood Center, and provide additional
employment base for the socially, economically, and physically unique motion picture
industry located in Hollywood. The Project uses would serve two currently operational
studio campuses, located within 0.5 miles of the Site, unique uses which the Community
Plan seeks to support retain, and serve the motion picture industry.

The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served
by multiple bus lines on Hollywood Boulevard and Sunset Boulevard. The surrounding
area is also characterized by a concentration of jobs, services, commercial space, and
entertainment. The location of the site provides excellent transit connectivity to jobs,
services, and entertainment within the Hollywood area, as well as connections to West
Hollywood, North Hollywood, Century City, Santa Monica, Koreatown, Downtown Los
Angeles, and regional rail connections at Union Station. The density of uses are and
concentration in the immediate vicinity also facilitates walking and biking as alternatives
to vehicle trips for commuting, as well as shopping, recreation, or entertainment. The
location is also highly unique in its proximity and transit connections to Griffith Park, a
regional park with numerous recreation opportunities. Therefore, the Project Site is
significant in social, economic, and physical identity, and the proposed Project would
further these identities.

5. Charter Finding – City Charter Finding 556. When approving any matter listed in Section
558, the City Planning Commission and the Council shall make findings showing that the
action is in substantial conformance with the purposes, intent and provisions of the General
Plan. If the Council does not adopt the City Planning Commission’s findings and
recommendations, the Council shall make its own findings.

The Project Site is located within the Hollywood Community Plan, which is one of 35
Community Plans comprising the Land Use Element of the General Plan. The Community
Plan designates the Project Site with the Commercial Manufacturing land use designation,
with corresponding zones of CM and P. The Site is currently zoned [Q]C4-1VL-SN and is
therefore not consistent with the land use designation.

The initiated General Plan Amendment would re-designate the Project Site from Commercial
Manufacturing to Regional Center Commercial land uses. The recommended Zone Change
and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would remove the “Q”
Condition, per Ordinance No. 165,662, which prohibits residential uses, and establish Height
District 2 to allow for a 4.5:1 FAR, respectively. The proposed Regional Center Commercial
land use designation has corresponding zones of C2, C4, P, PB, RAS3, and RAS4, and is
subject to Community Plan Footnote No. 9 which restricts the maximum FAR to 4.5:1, or 6:1
FAR with Planning Commission approval. The Project is seeking a General Plan Amendment,
Zone Change and Height District Change, and a Density Bonus entitlement to permit a 5.4:1
FAR, consistent with the maximum limitations of Footnote No. 9. Thus, the recommended
(T)(Q)C4-2D-SN Zone would be consistent with the adoption of the General Plan Amendment.
Further, the General Plan Amendment would correct an inconsistency between the existing
and surrounding land use and zoning designations.

Additionally, the legal standard that governs whether a project will be consistent with
applicable land use policies is whether it will be in harmony with the applicable land use plan.
State law does not require an exact match between a proposed subdivision and the applicable
general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Finding No. 2 above, the initiated General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Hollywood Community Plan, as the Project would increase housing choices at varying income levels by providing both restricted affordable and market-rate units in varying bedroom configurations; and providing additional residents, commercial space, and services to support the Hollywood Center within 0.25 miles to a heavy rail station and 11 bus lines. Both ground floor commercial options would support the Regional Center by providing residents with either retail and/or restaurant uses, or a grocery store; additional commercial space and services within walking distance to other neighborhood-serving uses within an established and growing residential center within the Regional Center; and a pleasant pedestrian environment by improving on the current physical improvements, and providing bicycle parking infrastructure.

6. Charter Finding – City Charter Finding 558. The proposed Amendment to the Hollywood Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice, as described below.

The initiated General Plan Amendment to the Hollywood Community Plan would re-designate the land use of the Project Site from Commercial Manufacturing to Regional Center Commercial. The proposed Project will further the intent of the General Plan Long Range Land Use Diagram, and the stated goals of both the General Plan and Hollywood Community Plan by providing additional residential units, including restricted affordable and market rate, as well as commercial space, and services for the surrounding Hollywood Center within walking distance of transit.

Public Necessity. The Project's mix of uses in proximity to transit, and the provision of accessible bicycle parking and pedestrian-oriented design will help promote the reduction of Vehicle Trips, supporting City goals and policies to improve air quality and public health. Further, the Project will also support one of Hollywood's key industries by locating housing opportunities near existing job centers associated with the film industry.

The Project Site is also located adjacent to proposed, approved or existing mixed-use developments containing various affordability levels, unit types, and unit sizes surrounding the Hollywood/Vine Metro Station. Generally, these mixed-use developments include ground floor commercial, and improvements to the public realm, which has transformed the area into a heavily trafficked pedestrian area with shopping, restaurants, services, entertainment, and tourist uses. The Project would include complementary uses, serving residents, workers, tourists, and encourage the use of transit due to its location. Maintaining Hollywood’s business and residential population is critical for the long-term health of the motion picture industry, which has evolved to rely on surrounding regional center.

Convenience. Approval of the initiated General Plan Amendment from Commercial Manufacturing to Regional Center Commercial would facilitate the redevelopment of an existing commercial structure within the Hollywood Center with a new mixed-use project comprised of mixed-income residential units, neighborhood-serving commercial uses, and an improved pedestrian environment. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-
Range Land Use Diagram designates the Site and surrounding area as a Regional Center. The area is intended to serve as a center of the community, with residents, jobs, amenities, services, and entertainment uses. The concentration of these uses with close proximity to the Hollywood/Vine Metro Station would be consistent with goals of the General Plan with respect to providing affordable housing, reducing vehicle miles traveled, promoting the improvement of the pedestrian environment, and concentrating housing, commercial uses, and jobs within a regional center. The introduction of new residents and services will provide support for surrounding businesses, the film industry within the Hollywood area, and new neighborhood-serving commercial uses.

General Welfare. The General Plan Long-Range Land Use Diagram and Hollywood Community Plan, identify the area surrounding the Project Site as a Regional Center, referred to as “the Hollywood Center” by the Community Plan. As discussed above, this area is intended for commercial, office, and residential uses. The surrounding area is currently developed with residential uses to the west and north of the Project Site along Selma Avenue, and a mixed-use office and residential building east of the site along Gower Street. The current land use designation for the Project Site is Commercial Manufacturing, which permits a range of light industrial and manufacturing uses. The initiated General Plan Amendment to Regional Center would permit uses which correspond to the C2, C4, P, PB, RAS3, and RAS4 Zones, which would benefit the general welfare of the immediate surrounding area, as commercial space and residential units better serve the general, economic and public welfare.

Furthermore, the Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and up to 27,000 square feet of neighborhood-serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station, which would promote the use of alternative modes of travel, both for residents and visitors to the Site. Additionally, the proposed floor-to-ceiling glass storefronts, active commercial, and usable open spaces at ground level will promote a more pedestrian friendly environment. Specifically, the floor-to-ceiling glass storefronts, active ground floor uses, outdoor dining or lounge areas, and street trees will activate Selma and Argyle Avenues, facilitating pedestrian activity and additional walking destinations from the Metro Station. Last, the Project would provide short-term bicycle parking spaces along Argyle Avenue and Selma Avenue.

Good Zoning Practices. The Project proposes a new mixed-use building, including 276 dwelling units, of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project requires a General Plan Amendment from Commercial Manufacturing to Regional Center Commercial to construct Project. As identified by the General Plan Long-Range Land Use Diagram and Hollywood Community Plan, the area surrounding the Project Site is a Regional Center, called the Hollywood Center. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM (Commercial Manufacturing) and P (Automobile Parking). The CM Zone permits a range of light industrial and manufacturing uses, including uses in the C4 Zone. The Project Site is currently zoned [Q]C4-1VL-SN, which does not correspond to the Commercial Manufacturing land use designation for the Project Site. The proposed Regional Center Commercial land use designation would be consistent with the surrounding area, as well as the intent of Regional Centers as identified in the General Plan Framework Element. The Hollywood Center has developed, as intended by the Community Plan, into an active walkable community, with commerce, amenities, entertainment, and residential uses. The proposed land use designation would allow for uses which would result in uses which are more compatible with the surrounding area, as well as uses which meet several of the Hollywood Community Plan and General Plan goals. The Amendment will resolve an inconsistency.
between the existing zone and land use designation, as well as the existing zoning and land use designations of the surrounding area.

Given the existing uses, zoning and land use designations surrounding the Project Site, the General Plan Amendment from Commercial Manufacturing to Regional Center Commercial will not lead to impermissible spot zoning but, rather, correct an inconsistency as the subject site is the only one in the area that is not designated as Regional Center Commercial, and is currently zoned C4 which is not a corresponding zone for the Commercial Manufacturing land use designation. The Regional Center Commercial land use designation permits the existing C4 Zone for the Project Site, and would therefore be consistent with the surrounding area.

Last, the Project will also be compatible with surrounding uses based on its consistency with the applicable development standards in the Hollywood Community Plan, as discussed in Finding No. 2.

Therefore, the initiated General Plan Amendment to Regional Center Commercial would be in conformity with good zoning practices and development patterns in the immediate area by resolving a land use inconsistency on the Project Site, and a land use inconsistency with the surrounding area, while locating a pedestrian oriented project within a pedestrian oriented area, with walking distance to a Metro station.

Entitlement Findings

1. Zone Change and Height District Change Findings

   a. Pursuant to Section 12.32 C.7 of the Los Angeles Municipal Code, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

   The recommended Zone and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would allow for the development of a new mixed-use project comprised of 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and two ground floor commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. As currently zoned, the Project is permitted a maximum floor area ratio (FAR) of 1.5:1 pursuant to Height District 1VL. In order for the development to be built, the Zone and Height District Change would remove an existing “Q” Condition (Ordinance 165,662) which prohibits residential uses, and change the Height District from 1VL to 2, to allow a maximum of 6:1 FAR. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The maximum Floor Area Ratio (FAR) for the Project would be increased by 20 percent in conjunction with an On-Menu Incentive requested as part of a Density Bonus entitlement. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels.

   Public Necessity. As described above, the City, SCAG, and the State have identified a need for housing, especially affordable housing, in local and state plans, proclamations, and goals. As zoned, the Project Site would not allow for residential uses, an acute need in the region and within Hollywood specifically. The recommended Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a Site that currently prohibits residential uses, in an area that is generally zoned for mixed-use development. The Project would provide 276 residential units, with 13 units set aside
for Very Low Income Households, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use goals of the General Plan. The Project would contribute towards the City and region meeting its housing needs and goals, and achieving a better jobs housing balance.

The Project’s amenities and location will offer residents alternative mobility options aiding the City in its goal to reduce air pollution. The Project Site’s location within the Hollywood Center, within walking distance to high capacity transit, will reduce vehicle trips. The Project’s ground floor uses and ground floor active usable outdoor space, floor-to-ceiling glass storefronts, and prominent pedestrian entries would contribute to the pedestrian environment, while the physical contributions such as, reconstructed or repaired sidewalks, Americans with Disabilities Act (ADA) sidewalk improvements, street trees, and bicycle parking will improve the pedestrian environment. Further, the Project Site’s proximity to the numerous uses associated with the film industry provides housing opportunities within walking distance for those employees, supporting one of Hollywood’s key industries. The proposed Zone and Height District Change would allow the Project to provide the desired, intended, and planned mix of uses for the area, in addition to additional mixed-income housing with varying affordability levels, unit types, and unit sizes.

Convenience. The recommended Zone and Height District Change would facilitate the redevelopment of an existing commercial structure to allow for a new mixed-use project providing residential units, neighborhood-serving commercial uses, and an improved pedestrian environment within the Hollywood Center. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the site and surrounding area as a Regional Center. The area has been evolving into a pedestrian-oriented residential, commercial, office, entertainment, and tourism center. The additional residents and services will provide additional economic support for surrounding businesses, the film industry within the Hollywood area, and provide new neighborhood-serving commercial uses. The Project would provide these additional neighborhood-serving commercial options within walking distance for current residents, office and film industry workers, and tourists. The Project would be designed to be complementary to adjacent recently approved or constructed developments characterized by their pedestrian orientation, as well as include physical improvements around the Hollywood/Vine Metro Station. The Project’s location would allow future residents to benefit from the concentration of commercial, services, entertainment, and jobs within walking distance to the site. Further, the proposed Zone and Height District Change will resolve a zoning inconsistency on the Site resulting from AB 283, a state law that directed charter cities with more than 2.5 million in population, including the City of Los Angeles, to bring the City’s zoning and general plan into consistency, and will allow for a development consistent with the current and proposed development in the area.

General Welfare. Approval of the Zone and Height District Change would allow the development of a mixed-use project consisting of residential and commercial uses. As discussed above, the Hollywood Center is intended for commercial, office, and residential uses. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM and P. The CM Zone permits a range of light industrial and manufacturing uses. These uses would not benefit the general welfare of the immediate surrounding area, or be consistent with the intended use and character of the Hollywood Center. Further, without allowing residential uses on the site, the Project would not be able to meet the intent of the designation for the area. The surrounding area is a Regional
Center, with high capacity transit, where uses such as commercial space and residential units better serve the general welfare, economic welfare and public welfare, than solely commercial or manufacturing.

The Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and neighborhood serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station. The additional residential units and commercial uses with such proximity to a heavy rail station would promote the use of alternative modes of travel, both for residents and visitors to the site. By permitting residential uses on site, the Project would support the City's goal of providing housing for all economic segments.

**Good Zoning Practices.** The Project proposes a mixed-use building, including 276 dwelling units, of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project Site is currently zoned [Q]C4-1VL-SN, where the “Q” Condition (Ordinance No. 165,662) prohibits residential uses, Height District 1VL permits a maximum FAR and height of 1.5:1 and 45 feet, respectively, and SN corresponds to the Hollywood Signage Supplemental Use District (HSSUD). The proposed Zone Change would remove the “Q” Condition on the site, thus allowing for residential uses.

The surrounding area is primarily zoned C4-2D-SN and has become highly concentrated with mixed-use residential developments within proximity to transit. Specifically, the Eastown-El Centro joint development to the north includes 1,042 units; the 1600 Vine development at the northwest corner of Selma and Argyle Avenues, includes 494 units; the Camden development to the west across Argyle Avenue, includes 306 units; the Columbia Square development to the east along El Centro Avenue, includes 200 units; and the Palladium Project, which abuts the Project Site to the east and south, includes 731 units. The additional residential units and commercial space would conform with goals and objectives of the Hollywood Community Plan and General Plan, such as those related to concentrating mixed-use development in regional centers, adjacent to transit, and encouraging alternative transportation to reduce vehicle tips. The Zone Change to remove the “Q” Condition on the site would be consistent with the surrounding area, as well as the Community Plan intent for this regional center.

The proposed Height District Change would change the existing Height District from 1VL to 2 for the Project Site, which would allow for up to 6:1 FAR. Surrounding parcels are predominantly zoned with Height District 2, and improved with structures ranging in height from two stories to over 20 stories. The Height District Change would be consistent with the intent and character of the Regional Center land use designation in the General Plan Framework Element. Further, the change would be consistent with Hollywood Community Plan Footnote No. 9, which limits FAR to 4.5:1 with up to 6:1 FAR with City Planning Commission approval. The Project is seeking a Density Bonus in conjunction with the Zone Change and Height District Change for a resulting FAR of 5.4:1.

The Project Site is located within walking distance to the Hollywood/Vine Metro Station, as well as numerous commercial, entertainment, amenities, entertainment, and tourism uses. The proposed Zone Change and Height District Change would result in a project which is consistent with the uses and intent of the Hollywood Center, as well as a project built at similar density, height, and scale to surrounding development. As proposed, the Project would not only provide new housing for a mix of incomes, but amenities that would improve the quality of life for existing and future residents as well as the surrounding community. For the reasons stated above, the Project would exhibit good zoning practice.
ADDITIONAL FINDINGS FOR A “T” and “Q” QUALIFIED CLASSIFICATIONS:

b. In the consideration of a proposed change of zone it may be determined that public
necessity, convenience and general welfare require that provision be made for the
orderly arrangement of the property concerned into lots and/or that provision be
made for adequate streets, drainage facilities, grading, sewers, utilities, park and
recreational facilities; and/or that provision be made for payments of fees in lieu of
dedications and/or that provision be made for other dedications; and/or that
provision be made for improvements; all in order that the property concerned and
the area within which it is located may be properly developed in accordance with
the different and additional uses to be permitted within the zone to which the
property is proposed for change.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made
contingent upon compliance with new “T” Conditions of approval imposed herein for the
Proposed Project. The “T” Conditions are necessary to ensure the identified dedications,
improvements, and actions are undertaken to meet the public’s needs, convenience, and
genral welfare served by the actions required. These actions and improvements will
provide the necessary infrastructure to serve the proposed community at this site.

c. The project will protect the best interests of and assure a development more
compatible with the surrounding property or neighborhood.

The proposed Project is consistent with the character of development pattern and land
use designations in the immediate vicinity, which support the goals and policies of the
General Plan Framework Element. As proposed, the Zone and Height District Change to
remove the “Q” Condition on site restricting residential uses, and impose Height District 2,
respectively, is necessary for a development with the uses and characteristics compatible
with the surrounding area, which is characterized as a mixed-use district with pedestrian
orientation and active ground floor uses. The Zone and Height District Change are
required to meet the goals of the General Plan and Hollywood Community Plan seeking
to focus development within existing centers, specifically the Hollywood Center, by
providing on-site affordable units, and locating housing adjacent to transit. As described
in the Framework Element, the Regional Center Commercial land use designation typically
provides for high-density districts whose physical form is substantially differentiated from
the lower-density neighborhoods of the City. Generally, regional centers will range from
FAR 1.5:1 to 6:1 and are characterized by six- to 20-story (or higher) buildings as
determined in the community plan. Their densities and functions support the development
of a comprehensive and inter-connected network of public transit and services.
Framework Element Goal 3F envisions regional centers as mixed-use centers that provide
jobs, entertainment, culture, and serve the region. Additionally, the Hollywood Community
Plan intends for the Hollywood Center to serve as the focal point of the community,
especially with a concentration of mixed-use developments, creating a concentration of
residence, commerce, and entertainment uses fit to serve as a regional destination for
entertainment. Since the adoption of the Community Plan, the area has developed as
intended, with mixed-use developments, with a pedestrian orientation, ground floor
commercial space, and entertainment uses, creating a Citywide destination for
entertainment and commerce.

The Project proposes a maximum FAR of 5.4:1 consistent with FAR permitted in Height
District 2, and Hollywood Community Plan Footnote No. 9, which limits the FAR for the
site to 4.5:1, with a maximum of 6:1 with approved through City Planning Commission.
The Project’s FAR is consistent with Regional Center FAR in the General Plan Framework Element, with identifies the area as a Regional Center, as well as the Hollywood Community Plan. The FAR proposed by the Project is also consistent with the intent and goals of the General Plan and Community Plan for development surrounding a high capacity transit station such as the heavy rail station 0.25 miles from the Project Site. Furthermore, the Project’s height, form, setbacks, density, and uses will be consistent with surrounding developments. Directly abutting the Project Site to the east and south is the recently approved Palladium Project, which proposes two 28-story towers. Farther to the east, along Gower Street, the Columbia Square development includes multiple buildings with heights ranging from seven to 20 stories. Further north along Argyle Avenue, buildings range in height from eight to 13 stories. At the northwest corner of Argyle Avenue and Sunset Boulevard, and at the northeast corner of Sunset Boulevard and Vine Street, are an office building and residential tower, respectively, both in excess of 20 stories. The Project includes well-lit, active ground-floor uses, treated with floor-to-ceiling glass storefronts; an outdoor dining or residential amenity area; street trees; and short-term bicycle parking along Selma Avenue and Argyle Avenue, facilitating walking and bicycling trips. The ground floor treatment, uses, and form will create a continuity in the pedestrian environment along both Selma Avenue to the east and west and Argyle Avenue to the north and south. Both Selma Avenue and Argyle Avenue are developed with mixed-use developments, consisting of ground floor commercial spaces with floor-to-ceiling glass, minimal setbacks, street trees, consistent streetwalls, prominent residential entries, and street facing residential uses above the ground floor. The pedestrian realm treatment of the site would continue and connect to existing and planned development in the area, creating a walkable environmental within 0.5 miles of the Hollywood/Vine Metro Station. The uses, form, circulation, and design would be consistent with existing development, proposed projects, and those currently under construction with similar designs.

The proposed “Q” Conditions, which would limit the scale and scope of future development on the Site, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community. Therefore, as conditioned, the Project Site will be compatible with existing and future development in the area. In addition, the “Q” Conditions will ensure that the project is constructed as approved herein.

d. That the project will secure an appropriate development in harmony with the objectives of the General Plan.

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground-floor commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment 0.25 miles from the Hollywood/Vine Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor area as a residential amenity along Selma Avenue, and an outdoor area for the grocery use along Argyle Avenue.

The Project’s proposed mix of uses, under both Options, are consistent with the surrounding area and will secure an appropriate development in harmony with the objectives of the General Plan. The Project Site is located within the Hollywood Center,
an area with a high concentration of uses within walking distance and well served by transit, and with a recommended General Plan land use designation of Regional Center Commercial and (T)(Q)C4-2D-SN Zone. The surrounding parcels are designated Regional Center Commercial, with zones of C4-2D and C4-2D-SN. The Hollywood Center is intended by both the General Plan Long-Range Land Use Diagram and Hollywood Community Plan as a Regional Center, a focal point of the community with mixed-use, commercial, residential, and office uses. The Project proposes to resolve the zoning and land use designation conflict for the site, bringing the site into compliance with the intent of the Hollywood Community Plan and General Plan Long-Range Land Use Diagram, as well as with the built form of the neighborhood. The Project is consistent with the goals, policies, and objectives of the General Plan and the Hollywood Community Plan by locating housing adjacent to transit, within an established center. The Project would provide both market-rate and affordable housing, a pedestrian-oriented design, and a development which complements the surrounding community in form, economic, social, and practical function. As such, the Project will secure an appropriate development in harmony with the objectives of the General Plan.

2. Density Bonus/Affordable Housing Incentives Program Findings

The following are the findings and the application of the related facts as related to the request for a 14-percent Density Bonus, in conjunction with one On-Menu Incentive for a 20 percent increase in the maximum permitted Floor Area Ratio (FAR), for the construction, use, and maintenance of a seven story, mixed-use building consisting of 276 dwelling units, of which five (5) percent, or 13 units, of the permitted base density of 242 units, would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Government Code Section 65915(d), the City Planning Commission shall approve a Density Bonus and requested incentive(s) unless the City Planning Commission finds that:

a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested On-Menu Incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in LAMC Section 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department will always arrive at the conclusion that the Density Bonus On-Menu Incentive will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentive by nature increase the scale of the Project.

The requested On-Menu Incentive for an increase in FAR, is expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the
building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the Applicant’s decision to set aside 13 Very Low Income dwelling units for 55 years.

In conjunction with the requested Zone Change, and pursuant to LAMC 12.22 A.18(a), the Project Site is permitted to have a base density of 242 units, for a Project Site that is 48,403 square feet in size. The Project is setting aside 13 units (or five [5] percent of the base permitted density) for Very Low Income Households and is therefore eligible for a 20 percent density bonus, pursuant to LAMC Section 12.22 A.25(c)(1), or 49 additional units, for a total of 291 units. However, the Project is choosing to utilize only a 14-percent density bonus, or 34 additional units, for a total of 276 units.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(c), projects which set aside a minimum of five (5) percent of the 242 base units for Very Low Income Households, are also eligible for one On-Menu Incentive. In this instance, the Project is requesting an On-Menu Incentive for an FAR increase equal to the density bonus for which the Project is eligible, or 20 percent.

On-Menu Incentive (Floor Area Ratio)

The recommended (T)(Q)C4-2D-SN Zone with a Regional Center Commercial land use designation under the Hollywood Community Plan includes Footnote No. 9, which limits FAR for C4 Zones to 4.5:1, with up to 6:1 FAR with City Planning Commission approval. The by-right FAR for the Project in conjunction with the proposed Height District Change would permit a maximum of 217,813 square feet of floor area. In conjunction with the FAR increase, the Project qualifies for a maximum 5.4:1 FAR, or 261,376 square feet. The Project proposes a maximum 5.4 FAR, or 260,250 square feet. The proposed 5.4:1 FAR creates 42,437 additional square feet. In conjunction with the increased density discussed above, the Project is able to provide additional housing units on the site, with multiple room configurations, additional living space, and with additional amenities for residents, as a result of the floor area increase. This incentive supports the Applicant’s decision to set aside 13 Very Low Income Units (or 5 percent of base units) for 55 years.

b. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A “specific adverse impact” is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22 A.25(b)). The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that quantifiable, direct and unavoidable impacts will occur. Therefore, there is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources.
3. Conditional Use Beverage Findings

The following are the findings and the application of the relevant facts as related to the request for a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. In order for the Master Conditional Use Permit to be granted, all of the legally mandated findings delineated in LAMC Sections 12.24 E and 12.24 W.1 must be made in the affirmative:

a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.

The Project proposes the development of a new mixed-use project comprise of 276 dwelling units, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels. The Project requests a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. The commercial establishments in both options will be located at street level along existing commercial corridors along Argyle Avenue and Selma Avenue.

The Hollywood Community Plan identifies the area as part of the Hollywood Center, a focal point of the Community Plan Area. As described in the Community Plan, this focal point would include commercial uses, office, residential, and entertainment uses. Both Options would improve the ground floor pedestrian environment by providing direct entrances from the street via a corner plaza, and usable outdoor space at Selma and Argyle Avenues, utilized as outdoor dining under Option 1, and usable outdoor areas for outdoor dining for grocery use and a residential amenity under Option 2, street trees, and sidewalk improvements. The Project Site is located within walking distance to transit, retail, restaurant, entertainment, theaters, hotels, and services within the Hollywood Center. The proposed uses would add additional options within the center for residents, visitors, and tourists.

The availability of alcoholic beverages in commercial uses is a customary and incidental component of restaurant and grocery stores. For example, restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments. Similarly, grocery stores routinely sell alcohol as part of their operations. Alcohol sales for both restaurant and grocery uses will improve the economic viability of either use, allowing for a neighborhood-serving commercial use. The Project’s commercial uses will serve as an attraction for visitors, tourists and neighbors in the area and will reduce the need for local residents and guests of the nearby W Hotel, at the corner of Hollywood Boulevard and Argyle Avenue, as well as other nearby hotels, to travel to other areas for dining and entertainment experiences.
Therefore, as conditioned, permitting the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three retail and/or establishments, and on-site and off-site consumption for a grocery store will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

b. That the project’s location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project proposes a new mixed-use building, including 276 dwelling units and ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a 5.4:1 FAR. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would include residential and commercial uses consistent with the surrounding area and Regional Center designation. The Project would be seven stories, with active ground floor uses, floor-to-ceiling glass storefronts, physical improvements to the pedestrian realm, and built to the property lines along Argyle and Selma Avenues. The Project includes usable outdoor space along the ground floor for outdoor dining under Option 1, and outdoor dining and residential amenities under Option 2. The area is appropriate for the sale and dispensing of alcohol given that the Hollywood Center is identified as the focal point of the community by the Hollywood Community Plan, and has become an entertainment and tourism destination within the City. The Project design, height, size, and operations would be similar to numerous surrounding developments with residential uses, ground floor commercial space, pedestrian design, minimal setbacks at the ground floor, and heights ranging from two to 20 stories, including the eight-story Camden development, the 13-story 1600 Vine development, the six-story Eastown-El Centro joint development, the 22-story Columbia Square development, and the approved, but not constructed, 28-story Palladium Project. Adjacent entertainment uses are within walking distance from the Project Site, including the Palladium Theater to the south, Pantages Theater to the north, and Arclight Complex to the west. Alcohol sales would be compatible with and continue to add to the diversification of commercial activities, further contributing to the vitality and attractiveness of the regionally significant area.

No evidence was presented at the Hearing Officer hearing or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. While Selma Avenue Elementary and Joseph Le Conte Middle School are located within one-half mile from the Project Site, both schools are buffered by major streets such as Cahuenga Boulevard and Sunset Boulevard, as well as a wide variety of existing commercial and residential structures, varying in height from one to 20 stories.

All establishments serving alcohol will be carefully controlled and monitored through the imposition conditions related to site maintenance, loitering, specialized training programs for employees, and consultation with LAPD. As a condition of this grant, each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this Master Conditional Use must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage.
Thus, as conditioned, the Project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC. The Land Use Element of the City’s General Plan divides the city into 35 Community Plans. The Project proposes a General Plan land use designation of Regional Center Commercial, consistent with surrounding properties. The Hollywood Community Plan Map designates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project is consistent with the underlying C4 Zone, which is intended to provide for commercial uses, including residential uses. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan.

The Project proposes two ground floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store, along with required parking facilities. The sale of a full line of alcoholic beverages in conjunction with retail and/or restaurant, or a grocery store use, would be consistent with the following objectives of the Community Plan:

**Objective No. 1:** To further the development of Hollywood as a major center of population, employment, retail service and entertainment.

**Objective No. 4:** To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project Site is located within the Hollywood Center, as identified by the Community Plan. The Community Plan encourages new uses, which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. Nearby attractions include the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, Pantages Theater, Palladium Theater, etc., promoting visitors to the area for business, entertainment events such as the Academy Awards and tourism. The Project would provide commercial uses and restaurants with alcohol to further the existing activity within the heart of Hollywood thus promoting the development of Hollywood as a major center of population, employment, retail service and entertainment, and economic well-being and public convenience through the allocation and distribution commercial lands for retail service.

d. The proposed use will not adversely affect the welfare of the pertinent community.

The subject property is located directly within the Hollywood Center, as well as adjacent to various hotel, tourist attractions and entertainment uses. Multi-family residential is also located in the vicinity of the Project Site, ranging from single story to high-rise towers. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood, especially entertainment districts, such as the Hollywood Center. As the Hollywood Center is one of
the entertainment destinations in the region, alcohol services are common in the vicinity, and even necessary for the entertainment uses in the area. The surrounding area is characterized by various alcohol-related uses, and the introduction of another such establishment would not create an adverse or unique condition. As conditioned, the sale of a full line of alcoholic beverages for on-site and/or off-site consumption in conjunction with the operation of new commercial establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, escort services, and loitering are mitigated by the imposition of conditions requiring deterrents against loitering and responsible management.

As part of the Plan Approval process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of beer and wine including training provided by the LAPD Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and/or off-site consumption at this location will further support and augment the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

e. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria in 2018, two (2) on-sale and three (3) off-sale licenses are allocated to Census Tract No. 1910.00. There are currently a total of 42 licenses (98 on-site and 6 off-site) in this Census Tract.

According to statistics provided by the LAPD’s Central Division, within Crime Reporting District No. 647, which has jurisdiction over the subject property, a total of 689 crimes were reported in 2018 (348 Part I and 341 Part II crimes), compared to the total citywide average of 185 crimes for the same reporting period.

Part 1 Crimes reported by LAPD include, Rape (6), Robbery (26), Aggravated Assault (36), Burglary (12), Auto Theft (32), and Larceny (235). Part II Crimes reported include, Other Assault (29), Forgery/Counterfeit (2) Embezzlement/Fraud (3), Received Stolen Property (1), Weapons Violation (12), Prostitution Related (8), Sex Offenses (6), Offenses Against Family (1), Narcotics (50), Liquor Laws (9), Public Drunkenness (3), Disturbing the Peace (1) Disorderly Conduct (8), DUI related (36), Moving Traffic Violations (14), and other offenses (92). There were no crimes related to Homicide, Manslaughter or
Gambling. Of the 689 total crimes reported for the census tract, 36 arrests were made for driving under the influence and three (3) for public drunkenness.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. No information was provided by LAPD showing that the approval of the Master Conditional Use Permit would negatively impact the neighborhood; however, LAPD has submitted recommended Conditions of Approval to be placed on the Project. Of the 689 arrests in the crime district, only seven (7) percent, or 48 of the total 689 arrests, were for alcohol-related offenses, and five (5) percent, or 36 offenses, were for driving under the influence (DUI). The above figures indicate that the mixed-use development is located in a high crime reporting district. Due to high crime statistics, conditions typically recommended by LAPD, such as those related to the STAR Program and age verification, have been imposed. Any concerns associated with an individual venue can be addressed in more detail through the required Plan Approval, providing an opportunity to consider more specific operational characteristics as a tenant is identified and the details of each venue are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions at that time. Therefore, approval Project request for the sales and service of a full line of alcoholic beverages for on-site and off-site consumption would not result in an undue concentration.

f. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The Project Site is zoned for commercial uses and will continue to be utilized as such with the development of new restaurant, retail and/or grocery store uses on the Project Site. Following are surrounding sensitive uses within a 1,000-foot radius of the site:

- Southern California Hospital At Hollywood
- Frances Howard Goldwyn – Hollywood Regional Branch Library
- Montessori Shir Hashrim

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The Southern California Hospital at Hollywood is located three blocks to the south, separated by intervening development ranging in height from two stories to seven stories, including various uses, and Sunset Boulevard with a width of 100 feet. The Frances Howard Goldwyn – Hollywood Regional Branch Library is located approximately three blocks to the west, separated by multiple structures ranging in height from two stories to ten stories. Finally, the Montessori School is located approximately two blocks to the east and one block north, separated by multiple structures and Gower Street with a width of 72 feet. Potential effects of excessive noise or disruptive behavior would be addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant, retail, or grocery use in lieu of uses such as pool halls or
lounges. The Project, as proposed, is consistent with the zoning and in keeping with the existing uses adjacent to the development. The surrounding area is primarily zoned C4, with a General Plan land use designation of Regional Center Commercial. Surrounding developments are generally improved with mixed-use developments ranging in height from two stories to 20 stories, with ground floor commercial uses, and residential uses. The proposed neighborhood serving commercial uses would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

4. Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative in order to permit a mixed-used development that results in the creation of 276 net new residential units.

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

The Project Site is located within the Hollywood Community Plan area, adopted by the City Council on December 13, 1988. The Project is requesting a General Plan Amendment to designate the Site Regional Center Commercial. The Plan Map delineates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project Site is zoned [Q]C4-1VL-SN. The C4 Zone permits uses consistent with commercial and multi-family residential uses.

The Project proposes a mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store.

As discussed above, the Project meets the goals and objectives of the General Plan by locating a new mixed-use development within an existing Regional Center that is walking distance to transit. The Hollywood Center is an existing concentration of retail, restaurant, amenities, entertainment, services, and jobs to which the Project would contribute and from which residents of the Project would benefit. In addition, the Project will provide affordable housing and various unit arrangements which would meet the needs of multiple segments of the population. The proposed commercial space would provide jobs and commercial uses which support the economic base of the area, and offer additional options for neighboring residents. The proposed physical improvements and design would support pedestrian and bicycle access, and support healthy living environment within the development by promoting active transportation, utilizing low Volatile Organic Compound (VOC) materials, and implementing energy and water efficient elements in the Project.

The Project meets the goals of the Hollywood Community Plan by providing housing and uses which support the economic well-being of the community, support public convenience, provide additional housing opportunities for the community, and further the Hollywood Center as both the focal point of the community and a major center of the City. The Project would also meet the goals of the Hollywood Redevelopment Plan by concentrating high density development with direct access to transit, incorporating design which complements the surrounding area, and providing housing which will support balance in the community.
Therefore, the Project is in substantial conformance with the purposes of the General Plan, the Hollywood Community Plan, the Housing Element of the General Plan, and the Hollywood Redevelopment Plan.

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

The Project proposes a mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The surrounding area is highly urbanized and land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity mixed-use, commercial, institutional and residential uses. Properties located to the north of the Project Site across Selma Avenue include a two-story commercial building and a surface parking lot. Properties located to the south are developed with the Palladium Theater and associated surface parking lots. Properties located to the east of the Project Site are developed with surface parking lots supporting the Palladium Theater, and the 20-story, mixed-use Columbia Square a development across El Centro Avenue. Properties to the west and northwest are developed with the eight story Camden development and 13-story 1600 Vine development, respectively. The properties located to the southwest of the Project Site are developed with a 22-story office building at the corner of Sunset Boulevard and Argyle Avenue. Beyond these land uses are other mid-to high-rise commercial, residential, and mixed-use buildings, including the Hollywood Plaza Building and Hollywood W Hotel and Residences to the northwest. Other two- and four-story commercial and residential structures front the site immediately north and northeast across Selma Avenue.

The following elements are incorporated into the Project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories, active ground floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts ground floor materials, and consistent streetwalls which create a coherent pedestrian realm. The Project utilizes balconies as vertical and horizontal articulation to reduce bulk and mass. At the corner of Argyle and Selma Avenues, the Project includes a ground floor plaza, with entrances to the commercial uses under Option 1, and the residential amenities under Option 2. The Project’s plaza and ground floor treatments include a strong horizontal datum, consistent application of vision glass, metal, and color, which differentiate the ground floor uses from the residential uses above. Above the ground floor, the Project includes a rounded corner and glass balconies with glass and metal railings. The materials and ground floor treatment is consistent with the surrounding area in the ground floor differentiation, consistent application of materials between residential and commercial uses, and while the rounded corner element is unique, it would be complementary to surrounding design and serve as the focal point of the development.

Building Orientation/ Frontage. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories in height, active ground-floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts, and consistent streetwalls which create a coherent pedestrian realm. The Project has designed the
ground floor of the building to be pedestrian-oriented, with a slight inset at the ground floor along Argyle and Selma Avenues to expand the sidewalk in front of the Project. In addition, Option 1 would include retail and restaurant space along Selma Avenue and Argyle Avenue, while Option 2 would include a residential amenity and grocery store.

**Height/Bulk.** The Project is comprised of a seven-story, mixed-use building, measuring 99 feet in height, with four levels of subterranean parking. All levels would be a uniformly massed, with a consistent streetwall and a building façade that is articulated with changes in materials, planes and balconies, which create rhythm and visual interest, and reduce the perceived bulk of the building. Window patterns, changes in material, arrangement of balconies, and fenestration prevent a monolithic character. Through architectural design and site planning, the Project’s perceived height and bulk are reduced.

**Setbacks.** In conjunction with the Zone Change, the Project will be subject to the setback and density regulations of the C4 Zone. Per Case No. VTT-74566, the Deputy Advisory Agency designated Argyle Avenue as the front yard, and granted a 20 percent rear yard reduction. The Project proposes zero setbacks along Selma and Argyle Avenues, an 11-foot setback along the south elevation and a 15-foot, 6-inch setback at the east elevation.

**Off-Street Parking and Driveways.** Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. In each case, the vehicular driveway is the minimum width required to be as efficient as possible. Primary vehicle access will be provided on Selma Avenue for both Options 1 and 2, for through access and parking. The driveways, loading area, and the additional loading area included in Option 2 are sufficient distances from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with Los Angeles Department of Transportation (LADOT) standards and approvals.

**Building Signage and Lighting.** Project signage would comply with the provisions of the Hollywood Signage Supplemental Use District, and no off-site signage is proposed as part of the Project. Wayfinding signs will be located at parking garage entrances, elevator lobbies, retail entrances, and residential entrances. In addition, any illuminated signs would be required to comply with the Hollywood Signage Supplemental Use District illumination screening regulations. The Project would include architectural lighting, lighting at entrances and exits, pedestrian lighting along the right-of-way, and interior lighting. All on-site lighting will comply with regulatory requirements, including the requirements that are set forth by CalGreen and Title 24 that stipulate the use of high performance lights with color and glare control. The Project proposes an architectural lighting feature along the balconies at Floors 2 through 6 at varying locations along Selma and Argyle Avenues. The feature would not be invasive nor affect the right-of-way or sidewalk. All on-site exterior lighting will be automatically controlled to illuminate according to the time of day or conditions. In addition, design elements will be incorporated to limit the direct view of the light source surface for all exterior light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Finally, all new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.
Open Space and On-Site Landscaping. Option 1 would provide 28,665 square feet of usable open space, while Option 2 would provide 28,785 square feet of usable open space. Common open space for both options would be comprised of 25,228 square feet of amenities and consists of a 4,731 square-foot interior courtyard located on the Level 2, and includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas, a 3,632 square-foot landscaped rear yard area on the podium level, and a 1,576 square-foot amenity terrace located on Floor 7. Both Options 1 and 2 would provide private open space in the form of balconies at each elevation totaling 11,800 square feet.

Pursuant to LAMC Section 12.21 G.2(a)(3), the Project is required to provide a minimum of 25 percent of provided common open space area, or 3,556 square feet as landscaped area, and one tree per every four units, or 69 trees. Both Options provide a total of 5,849 square feet of landscaped area, with 72 total trees. Landscaping is located on the Level 2, in an interior courtyard, and a landscaped area within the rear yard that is accessible to residents. Last, the Project provides 72 street trees located at the ground floor along Selma Avenue and Argyle Avenue.

Trash Collection. The trash areas are located in enclosed trash rooms within the building, and are not visible from the public right-of-way. Residential trash rooms are located on all seven floors. The commercial trash room is located on the ground floor adjacent to a loading area, and is also fully enclosed and not visible from the public right-of-way.

Loading Areas. The Project proposes two commercial options, Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. The loading space under both options is not located near a pedestrian entry or commercial entry.

In conclusion, the Project consists of a mixed-use building with off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

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

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

Option 1 would provide 28,665 square feet of open space, while Option 2 would provide 28,785 square feet of open space, comprised of a podium level outdoor amenity space.
consisting of an interior courtyard, which includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas; a 3,632 square-foot landscaped rear yard area, accessible from the second floor, and 1,576 square-foot amenity terrace located on the seventh floor. Interior open space would consist of a lounge, recreation room, clubhouse, theater room, editing, and production space, at the ground floor. At the second floor, the Project would include a yoga studio, indoor/outdoor lounge, and fitness and wellness center as interior amenities, and an outdoor courtyard located interior to the building, including a pool, spa, outdoor cooking facilities, fire pits, gathering space, and landscaping that is open to the sky. The Project would also provide private open space in the form of balconies along each elevation from Floors 2 through 7. The Project would also include includes trash rooms at floors two through seven. Therefore, the Project would provide recreational and service amenities for residents, and would minimize impacts on surrounding properties.

**Environmental Findings**

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an Environmental Impact Report (EIR), under Case No. ENV-2016-3743-EIR (State Clearing House No. 2017081039), consisting of a Draft EIR dated April 18, 2019, and a Final EIR, dated October 17, 2019, and an Erratum dated November 1, 2019 (Modera Argyle Project EIR). Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the Project at 1546 Argyle Avenue, consisting of the demolition of a surface parking lot and six commercial buildings totaling 61,816 square feet of floor area and the development of a new mixed-use building, including 276 dwelling units and up to 24,000 square feet of ground floor retail and restaurant uses. Alternatively, a 27,000 square-foot grocery store could be constructed in lieu of the proposed retail and restaurant uses. Of the 276 dwelling units, five (5) percent of the permitted base density, would be set aside for Very Low Income Households. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a FAR of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The subject property is a 1.11-acre site located at 1546 North Argyle Avenue and 6224 West Selma Avenue in the Hollywood area of Los Angeles (Site or Project Site).

In a Letter of Determination dated November 15, 2019, the City's Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project's Vesting Tentative Tract map (VTT). No appeals for the Project were received. A Notice of Determination was filed on November 26, 2019 with the Los Angeles County Clerk.

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

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration
due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

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

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Exhibit “B”, are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.
RESOLUTION

WHEREAS, the subject project is located within the area covered by the Hollywood Community Plan ("Community Plan"), adopted by the City Council on December 13, 1988; and

WHEREAS, the City Planning Commission, at its meeting on January 23, 2020, recommended approval of an amendment to re-designate the Project Site located at 1546 North Argyle Avenue and 6224 West Selma Avenue, from Commercial Manufacturing to Regional Center Commercial; and recommended approval of a Vesting Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN; and

WHEREAS, the approved Project is for the demolition of a surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground floor commercial options: Option 1 would be comprised of 24,000 square feet of retail and restaurant uses, while Option 2 would be comprised of a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Hollywood Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the Regional Center Commercial land use designation and the (T)(Q)C4-2D-SN Zone will allow the Project as described above, which is consistent with the Plan and Zone; and

WHEREAS, the subject proposal has been assessed in the Environmental Impact Report (EIR) No. ENV-2016-3743-EIR (State Clearing House No. 2017081039) (including the Draft EIR dated April 18, 2019, Final EIR, dated October 17, 2019, and Erratum dated November 1, 2019 [Modera Argyle Project EIR]). certified on November 15, 2019; and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

NOW, THEREFORE, BE IT RESOLVED that the Hollywood Community Plan be amended as shown on the attached General Plan Amendment Map.
ORDINANCE NO. ________________


THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:
(Q) QUALIFIED CONDITIONS OF APPROVAL
(As modified by the City Planning Commission at its meeting on January 23, 2020)

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. Site Development. Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped Exhibit “A” and dated January 8, 2020, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. The project shall be constructed in a manner consistent with the following:

   a. A maximum of 276 residential units, of which 13 units (or 5 percent of base density of 242 units) shall be set aside for Very Low Income Households; and

   b. Commercial space in the form of:

      i. Option 1. A maximum of 24,000 square feet of retail/restaurant uses; or
      ii. Option 2. A maximum of one (1) establishment comprised of 27,000 square feet for a grocery store.

2. Use. The use and area regulations of the development shall be for uses as permitted in the C4 Zone, as defined in LAMC Section 12.16.

3. The use and development of the 276 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). To enable the TORS apartment/hotel hybrid use, the applicant is required to request a Conditional Use Permit.
D LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 5.4:1 floor area ratio (FAR), or a total of 261,376 square feet.

2. **Building Height.** Building height shall be limited to a maximum height of 99 feet, 1 inch, consistent with Exhibit “A”.
Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the Los Angeles City Planning Commission on January 23, 2020 recommends this ordinance BE ADOPTED by the City Council.

By____________________________________

Cecilia Lamas
Commission Executive Assistant

File No.______________________________

CITY CLERK

MAYOR

______________________________

Ordinance Passed___________

______________________________

Approved _________________
September 10, 2020

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

Re: CF 20-0514

On November 25, 2019, the Deputy Advisory Agency (DAA) certified the Modera Argyle Project Environmental Impact Report (ENV-2016-3743-EIR; State Clearing House No. 2017081039), and approved Vesting Tentative Tract Map (VTTM) No. 74566 for the merger and re-subdivision of a 1.11 net-acre site into one (1) master lot and two (2) airspace lots as shown on the map stamp-dated June 28, 2019 for a new mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space.

On January 23, 2020, the City Planning Commission (CPC) approved Case No. CPC-2016-3742-GPA-VZC-HD-DB-MCU-P-SPR, recommending that the City Council approve a General Plan Amendment, and a Zone and Height District Change. At its same meeting, the Commission approved a Density Bonus, Master Conditional Use Permit, and Site Plan Review.

On February 24, 2020, the CPC decision was appealed by the Project Applicant, Sam Simone & Clayton Williams, represented by Armbruster, Goldsmith, & Delvac, contesting Site Plan Review Condition of Approval 9, which is before the PLUM Committee for consideration.

Together with PLUM’s deliberation of the Project Applicant’s appeal, Department of City Planning staff respectfully request that the attached modified findings be incorporated and adopted as part of the City Council’s action to comply with the provisions of Ordinance No. 186,325 to address the Project’s location within the Hollywood Redevelopment Plan area.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning
PLUM Committee
20-0514

Jason McCrea
Planning Assistant
VPB:LI:MZ:AC:JM

cc: Craig Bullock, Planning Director, Council District 13

Enclosures
Updated Modified Findings (CRA Compliance)
FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The subject property is comprised of a single lot, totaling approximately 48,403 square feet (1.11 net acres) in size. The Community Plan currently designates the Project Site for Commercial Manufacturing land uses, with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P) Zones. The Site is presently zoned [Q]C4-1VL-SN, which is inconsistent with the range of zones permitted under the land use designation. Additionally, the range of uses allowed under the CM Zone is broader than C4, and includes uses which may be incompatible with the surrounding area. The C4 Zone is consistent throughout the surrounding area of the Project Site. As shown below, the Project Site is outlined in yellow, the Hollywood/Vine Metro Station is shown as the star shape on the map, located 0.25 miles from the Project Site, while the dashed outline is the Hollywood Center, as identified in the Hollywood Community Plan; spanning both sides of Sunset Boulevard and Hollywood Boulevard from La Brea Street to Gower Street. The Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, stating that "[t]his center area shall function: 1) as the commercial center for Hollywood and surrounding communities; and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area." The Project is also within the Hollywood Redevelopment Project Area.

As proposed, the General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land use. In addition, the Project is requesting a Vesting Zone Change and Height District Change to remove the existing "Q" Condition (per Ordinance No. 165,662) prohibiting residential uses, and to change the Height District (HD) from 1VL to 2 in order to allow a floor area ratio (FAR) of 5.4:1. The Regional Center Commercial land use designation is further restricted by Footnote 9, which establishes a 4.5:1 FAR limitation for parcels designated Regional Center Commercial within the Hollywood Redevelopment Area, with up to 6:1 FAR with City Planning Commission approval. Pursuant to LAMC Section 12.22 A.18, parcels located in a C4 Zone and designated Regional
Center Commercial are permitted to use R5 density (200 square feet of lot area per unit). In conjunction with the C4 Zone, Height District 2, does not restrict the number of stories or height, and permits a maximum FAR of 6:1. The proposed Regional Center Commercial land use designation corresponds to the C2, C4, P, PB, RAS3, and RAS4 Zones and the establishment of Height District 2 would be consistent with the surrounding area zoning, as well as Footnote 9 of the Hollywood Community Plan.

2. General Plan Text.

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

Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City’s long-range comprehensive growth strategy and provides guidance on citywide polices, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project’s consistency with the objectives and policies of the Framework Element, as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/arterials, while at the same time conserving existing neighborhoods and related districts.

The Project proposes the demolition of an existing surface parking lot and six (6) commercial buildings totaling 61,816 square feet of floor area, and the development of a new mixed-use building that includes 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Selma and Argyle Avenues, activating the pedestrian realm within walking distance to the Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining; under Option 2, the outdoor area along Selma Avenue would serve as an amenity space for residents, and the area along Argyle Avenue would serve the grocery store.

The Hollywood Center is characterized by varied uses, including medium- to high-density residential, commercial, and office uses, as well as specialized uses supporting the motion picture industry. The area immediately surrounding the Hollywood/Vine Metro Station is characterized by medium-to-high density mixed-use developments and pedestrian infrastructure such as a scramble crosswalk at the intersection of Hollywood Boulevard and Vine Street. The surrounding area includes numerous amenities within walking distance, such as retail, restaurants, entertainment venues, and historic theaters. The Project, as proposed, is consistent with uses, scales, and intensities in the surrounding area, and provides pedestrian-oriented design features that further facilitate the walkability of the surrounding area. In addition, the Project would provide additional needed housing within the Hollywood Center, including that for Very Low Income Households, with different unit configurations to serve current and future housing needs. Last, the Project proposes neighborhood-serving commercial uses, which would contribute additional options to the Hollywood Center for residents, workers, visitors, and tourists, while encourage non-automobile trips.

The Project Site is located just east of Vine Street, between the intersections of Hollywood Boulevard and Vine Street, and Sunset Boulevard and Vine Street, an area with numerous commercial uses, entertainment venues, and amenities within a job center. The Project Site is served by 11 transit lines within walking distance including Metro and LADOT bus lines 2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood on Sunset Boulevard, and lines
180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood on Hollywood Boulevard. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. The close proximity, access to transit, and variety of uses provide residents with ample options for trips to be taken by walking or transit.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project’s pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Hollywood Center, while locating new residents and jobs within an established center respecting nearby established neighborhoods. The Project’s mix of uses, neighborhood-serving commercial space, location within a regional center well served by transit, and the provision of housing would contribute to the appropriate distribution of land as described by the Land Use Chapter.

Chapter 4: Housing

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Housing Chapter:

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

**Objective 4.1**: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

**Objective 4.2**: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

**Policy 4.2.1** Offer incentives to include housing for very low- and low-income households in mixed-use developments.

As proposed, the Project would redevelop an existing commercial use with a new mixed-used project that includes 276 residential units, comprised of studio, one-bedroom, and two-bedroom units. Of the 276 residential units proposed, 13 units would be reserved for Very Low Income households. In addition, the Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by 11 bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region.

Chapter 7: Economic Development Chapter

The Project would comply with the following goals, objective and policies, as set forth in the General Plan Framework Economic Development Chapter:

**Goal 7B**: A City with land appropriately and sufficiently designed to sustain a robust commercial and industrial base.

**Objective 7.2**: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3 Encourage new commercial development in proximity to rail and bus transit corridors and stations

Goal 7C: A City with thriving and expanding businesses.

Objective 7.3: Maintain and enhance the existing businesses in the City.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The mix of uses and additional residents will contribute activity and commerce to the existing Hollywood Center, further supporting nearby businesses and job centers. Both Options 1 and 2 would contribute to neighborhood-serving uses and serve the expanding community and focused development around the Hollywood/Vine Metro Station, through either a grocery store or retail and/or restaurant space.

The Project would be consistent with the above goals, objectives, and policies through the proposed mix of uses and additional residents generated by the Project. Both Option 1 and Option 2 complement the existing retail and commercial base in the surrounding area as a result of their proximity to the Hollywood/Vine Metro Station, and the high concentration of uses commercial, retail, and entertainment uses in the Hollywood Center. The additional residents and commercial uses will further contribute to the concentration of activity in the Hollywood Center, further supporting the area as one of the City’s destinations for residents, businesses, and tourists.

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

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s workforce to both live and work in the city.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.

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

As previously mentioned, the Project would provide a mix of uses including new housing and commercial employment opportunities for a community that is within a 0.25 miles of the
Hollywood/Vine Metro Station and 11 bus lines. The housing would include units set aside for Very Low Income Households, as well as studio, one-bedroom, and two-bedroom units, providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the Proposed Project would be consistent with the above listed goals, objectives and policies of the Framework Element.

Citywide Design Guidelines

The Urban Design Studio has adopted a three part design approach to evaluating projects to reflect the new Citywide Design Guidelines, which consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted Design.

Pedestrian First Design

The Project would provide a transparent ground floor, street-facing storefronts and at-grade entryways that provide shelter and promote active street use by pedestrians along both Argyle and Selma Avenues. The Project includes two options; both would include usable outdoor open space along both Argyle and Selma Avenues, activating the pedestrian realm with active ground floor uses. The Project would also provide improvements to Argyle and Selma Avenues through the addition of full-width concrete sidewalks, tree wells, shade trees and landscaping. The Project locates its primary driveways away from residential and commercial entryways, and provides ground level short-term bike parking along Selma and Argyle Avenues.

360-Degree Design

The Project design implements varied materials which would provide horizontal and vertical articulation through the use of balconies that break up the building planes and reduce the visual mass of the building. The Project has implemented design elements and a uniform architectural theme on each elevation, and minimizes the use of blank walls. The Project’s eastern elevation has been designed to respond to the approved, but yet to be constructed, Palladium Project, by incorporating a mural that would still be visible after completion of the adjacent development.

The rounded corner at the intersection of Argyle Avenue and Selma Avenue provides a defining architectural feature, and signifies a differentiation in uses from the below plaza and uses. A strong horizontal datum at the first level, in addition to a consistent streetwall, materials, and high visibility glass, provide further differentiation between the above and below uses.

Climate Adapted Design

The Project would include sustainability measures and design features which reduce energy and water consumption, such as LEED Certification, the use of Energy Star–labeled products and appliances, light-emitting diode (LED) lighting or other energy-efficient lighting technologies, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. Additionally, the Project would allocate 15 percent of its roof area for solar energy, as detailed in Exhibit A. Additionally, the Project would incorporate design features to support water conservation in excess of LAMC requirements, including, but not limited to: highly efficient fixtures in residential and commercial uses, tankless water heaters, leak detection in pool facilities, and water efficient landscaping.
Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City’s housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.

The Project would consist of a new mixed-use building, including 276 dwelling units and two ground-floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Of the 276 dwelling units, 13 units would be set aside for Very Low Income Households. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would accommodate various income levels (Very Low Income and Market Rate) and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major commercial and employment center and within 0.25 miles of the Hollywood/Vine Metro Station, which is served by the Metro Red Line and within walking distance to 11 bus lines. These transit lines provide access to connections to West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region. The Project Site is also within proximity to the Hollywood/Vine Metro Station, as well as two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). Additionally, the Los Angeles International Airport (LAX) FlyAway Shuttle stop is located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport.

The General Plan Amendment to Regional Center Commercial land use designation in conjunction with the recommended Vesting Zone and Height District Change to (T)(Q)C4-2D-SN would allow residential uses, otherwise prohibited by a “Q” Condition on the site, at a
density and scale compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses.

**Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.

**Objective 2.1:** Promote safety and health within neighborhoods.

**Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

**Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.

**Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.

**Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

**Objective 2.5:** Promote a more equitable distribution of affordable housing opportunities throughout the City.

**Policy 2.5.1:** Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.

**Policy 2.5.2:** Foster the development of new affordable housing units citywide and within each Community Plan area.

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area.

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. In addition, the Proposed Project would enhance livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way. The Project would continue a scale and intensity of development consistent with surrounding uses, creating a complementary scale and form from Selma Avenue and Vine Street through to Selma Avenue and Gower Street.

Lastly, the Project provides housing at various income levels (Very Low Income and Market Rate) that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous retail, restaurant, entertainment, and employment uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park including the Hollywood Bowl, Los Angeles Zoo, and Griffith Park facilities. The Metro Red Line Hollywood/Vine Station located 0.25 miles from the Project Site would further facilitate
connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential and commercial uses in a job center that is well served by transit, the Project would allow future residents to utilize alternative means of transportation in their commutes, in addition to opportunities for workers to live in close proximity to their place of employment. The Project would include employment opportunities within the ground floor commercial space, as well as providing housing and promoting a jobs-housing balance within the Hollywood Center.

**Mobility Element**

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City’s high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

**Chapter 2: World Class Infrastructure**

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

The Project would provide a combination of ground floor retail and restaurant uses, or a grocery store, in addition to a consistent streetwall and scale around the Selma Avenue and Argyle Avenue intersection, providing an inviting pedestrian environment for residents, workers and visitors. The Project is also required to improve both adjoining streets with full-width concrete sidewalks, and upgrades as necessary to comply with American’s With Disabilities Act (ADA) requirements. The Project would provide 72 trees, which will include seven street trees along Selma Avenue and five (5) street trees along Argyle Avenue. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

**Chapter 3: Access for All Angelenos**

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

**Policy 3.3:** Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

**Policy 3.5:** Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
**Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently featured at the corner of Selma and Argyle Avenues, with short-term bicycle parking spaces located directly adjacent to this entrance. In the case of Option 1, a residential entrance would be located at the southwest corner of the Project Site along Argyle Avenue, which includes a plaza, prominent entryways, and short-term bicycle parking. A total of 14 short-term bicycle parking spaces and 170 long-term bicycle parking spaces would be provided. Long-term bicycle parking is located in the first subterranean parking level with access to an elevator provided from street level along Selma Avenue adjacent to vehicle entry. The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, served by the Red Line; and the surrounding area is served by two major transportation corridors (Hollywood Boulevard and Sunset Boulevard) that provide public transit opportunities and facilities, including Metro and LADOT bus lines (2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood) on Sunset Boulevard, and Hollywood Boulevard (180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood). An LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. Thus, the Project’s location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

**Chapter 5: Clean Environments and Healthy Communities**

**Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20 percent of the LAMC-required parking shall be pre-wired for the future installation of electric vehicle (EV) charging stations and five (5) percent of the spaces are required to be equipped with EV charging stations. In addition, the Project is conditioned to provide a minimum amount of solar energy generation to minimize dependence on fossil fuel energy sources.

**Health and Wellness Element**

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

**Chapter 2: A City Built for Health**

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

The Project would provide street trees, floor-to-ceiling glass store fronts along the ground floor, outdoor dining or gathering areas and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would
provide repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. Under Option 1, the outdoor area along Selma and Argyle Avenues would serve as an outdoor dining for the ground floor retail and or restaurant uses; under Option 2, the outdoor area along Selma Avenue would serve as an amenity for residents, while the outdoor area along Argyle Avenue would serve the grocery use. The Project would be LEED Certified, and required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

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

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

The Project would result in the creation of new housing and commercial uses within 0.25 miles of the Hollywood/Vine Metro Station and 11 bus lines. Future visitors, employees, and residents of this Project, as well as people who already live and work in the area, will be able to take advantage of the Project’s mix of land uses within proximity to transit to serve their daily needs. The Project proposes two ground floor commercial options, each with neighborhood-serving uses, including ground floor retail and/or restaurant establishments under Option 1, and a grocery store under Option 2. Additionally, ground floor outdoor usable space would be located along Selma Avenue and Argyle Avenue, further activating the pedestrian realm. Under Option 1, the outdoor area would be outdoor dining along both Argyle Avenue and Selma Avenue, while under Option 2 the outdoor space along Selma Avenue would be an amenity for residents with outdoor space along Argyle Avenue serving the grocery use. Dining, entertainment, and other amenities, such as an interior courtyard, outdoor amenity areas, and observation deck at the 7th floor would encourage and allow for socializing on-site, reducing off-site trips. Numerous transit options around the Project would encourage residents, patrons and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips.

Land Use Element – Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The Plan Map designates the subject property for Commercial Manufacturing land use with corresponding zones of Commercial Manufacturing (CM) and Automobile Parking (P). The Project Site is zoned [Q]C4-1VL-SN. The site is further restricted by a “Q” Condition (Ordinance 165,662). The existing zoning is inconsistent with the General Plan land use designation; however, the proposed Project would be consistent with the surrounding area Land Use designations, zoning, and form and use. The land use and zoning as proposed is consistent with the and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The Hollywood Community Plan, a part of the Land Use Element of the City’s General Plan, states the following objectives that are relevant to the Project:

Objective No. 1: To further the development of Hollywood as a major center of population, employment, retail service and entertainment.
Objective No. 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice.

Objective No. 4: To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project proposes to redevelop an existing commercial use with a mixed-use project within 0.25 miles to the Hollywood/Vine Metro Station. The Project includes 276 residential units, of which 13 units would be reserved for Very Low Income Households. In addition, the Project includes two commercial options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment. Under Option 1 the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor space along Selma as an amenity space for residents and the outdoor area along Argyle for the grocery use.

The Project would allow the development of residential and commercial uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the surrounding area as Regional Center Commercial and the focal point of the Hollywood Community Plan area, the Hollywood Center. The uses and intensity would support the Hollywood Center economically by introducing new residents, services, and activity located within 0.25 miles of the Hollywood/Vine Metro Station. The Project includes uses appropriate for the Hollywood Center, and the proposed scale and intensity of development is compatible with surrounding mixed-use developments. The new commercial space, in the form of either retail and/or restaurant under Option 1, or grocery store under Option 2, would create additional destinations within the Hollywood Center, while providing existing residents with neighborhood-serving uses within walking distance to several transit options.

The Project would provide 276 residential units, of which 13 units would be reserved for Very Low Income Households, and would include studio, one-bedroom, and two-bedroom configurations. The mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice and be located within the Hollywood Center.

The Project would provide mixed-income housing and commercial space within an established regional center and proximity to transit. The mix of uses, scale, intensity, form and design are consistent with the surrounding area and the intent of the prevailing surrounding Regional Center Commercial designation.

Hollywood Redevelopment Plan

In addition to achieving the objectives of the Hollywood Community Plan, the Project would also support and be consistent with the following objectives identified in subsection 506.2.3: Regional Center Commercial Density of the Hollywood Redevelopment Plan:
Objective a: To concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs.

Objective b: To provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures.

Objective d: To encourage the development of appropriately designed housing to provide a balance in the community.

The Project would redevelop and existing commercial building with a mixed-use development that includes residential with ground floor commercial uses within 0.25 miles to the Hollywood/Vine Metro Station and 11 bus lines. The nearest residential neighborhood is located two blocks east of the Project Site and is characterized by multi-family apartments with similar form, character, and setbacks, density, and form. Further, the Project would incorporate floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma and Argyle Avenues. The Project would provide short-term bicycle parking spaces along Selma Avenue and Argyle Avenue. Overall, the Project proposes to redevelop a site with little pedestrian activity or amenities and exclusively commercial uses with a mixed-use project including affordable residential units, pedestrian and cyclist amenities, and neighborhood serving commercial space within an existing regional center. The inclusion of 276 residential units, of which 13 units reserved for Very Low Income Households, would also support a balance in the community by providing both affordability of units, and additional residents in a concentrated regional center.

Thus, the Project would be consistent with the surrounding area in form, character, use, and pedestrian orientation. In addition to physically complementing adjacent development, the proposed residential and commercial uses further support the adjacent businesses surrounding the Hollywood/Vine Metro Station.

500 Land Uses Permitted in the Project Area

501 General Controls and Limitations

The Project is consistent with the provisions of the redevelopment plan, as shown below, and has been submitted to the City Planning Commission for its action. Pursuant to standard practice, the Project was also vetted by the Professional Volunteer Panel, a requirement for cases which seek entitlements from the City Planning Commission, verify consistency with Citywide Design Guidelines.

502 Map

The Project is requesting a General Plan Amendment to change the land use designation for the site from Commercial Manufacturing to Regional Center Commercial, a Zone Change to remove the Q condition on the site restricting residential uses (Ordinance 165,662), and a Height District Change to establish Height District 2. Pursuant to Section 502 of the Redevelopment Plan, and pending City council approval, changes to the General Plan, Community Plan and any applicable Ordinances are automatically incorporated into the Redevelopment Plan. Therefore, the requested actions would be incorporated into the Plan, making the Project request and designation of the Redevelopment Plan Map consistent. As the

503 Design Standards

Section 503 of the Redevelopment Plan describes the purpose and intent of Designs for Development that may be adopted; however, as noted above, the only adopted design standards associated with the Redevelopment Plan pertains to the Hollywood Signage Supplemental Use District (HSSUD). There is no signage proposed as part of the Project, and any tenant signage or otherwise would be required to comply with the provisions of the HSSUD.
Section 504 Design Standards

Section 504 of the Redevelopment Plan states that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement shall be issued unless the application has been reviewed and determined to be in conformance with the Redevelopment Plan and any applicable design standards. As set forth in these findings, the Project is in conformance with the Redevelopment Plan, and as the Project is not seeking signage at this time, conformance with applicable design standards is not required.

505 Residential Standards

While the Project incorporates residential units, Section 505 of the Redevelopment Plan refers to sites designated for residential use. The Project is seeking a General Plan Amendment from Commercial Manufacturing to Regional Center Commercial, but no part of the site would be a residential land use designation.

506 Commercial Standards

The Redevelopment Plan identifies specific uses which are necessary to support the residential population of Hollywood, as well as specific uses which are traditional or indicative of Hollywood. The uses identified by the Redevelopment Plan include essential neighborhood services which support residential areas as pharmacies and food markets, while traditional uses such as restaurants, theaters and bookstores. The Project includes uses which both support nearby residential neighborhoods and residential uses within the regional center in the proposed grocery store under Option 2, and restaurant uses under both options. Additionally, Section 506 includes some definitions and designations which are consistent with the Community Plan, and LAMC, and were applied consistently to the Project.

506.2

The Redevelopment Plan indicates intensity and concentration of uses intended for the Regional Center designation in section 506.2. The Redevelopment Plan indicates that commercial and entertainment uses should be focused around areas served by transportation facilities, as well as indicating FAR limitations of 4.5:1, with up to 6:1 FAR with additional findings, conformity with the Redevelopment Plan, and conformity with the Community Plan. As shown below and in the consistency findings for the Redevelopment Plan, the Project is consistent with these requirements, and the Regional Center designation in the Redevelopment Plan.

The Project Site is located 0.25 miles from the Hollywood/Vine Metro Red Line station, as well as 11 transit lines within walking distance including Metro and LADOT bus lines 2, 210, 302, DASH Beachwood Canyon, and DASH Hollywood on Sunset Boulevard, and lines 180, 181, 212, 217, 222, 780 Rapid, and DASH Hollywood on Hollywood Boulevard. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. The Project would not alter historical development patterns in the area, maintaining street grids and would replace an existing use on site. Additionally, while there are no residential uses adjacent to the Project Site, the Project would be consistent with the adjacent scale and building forms, as well as serve the residential components of the mixed-use developments in the vicinity of the Project Site. The nearest residential neighborhoods, east of El Centro Avenue, and south of Sunset Boulevard, would also be served by the commercial components of the Project.

The Project is requesting a 5:4:1 FAR as part of a General Plan Amendment, Zone Change, Height District Change, and Density Bonus. The Redevelopment Plan allows up to 6:1 FAR, in excess of the 4.5:1 FAR otherwise permitted, with some additional requirements. The Project's compliance with those requirements notwithstanding, as part of the Density Bonus request, the applicant has selected an on-menu incentive for a 20% increase in allowable Floor Area Ratio. Without this additional FAR, the Project would otherwise be consistent with the 4.5:1 FAR, the Density Bonus entitlement is consistent with state law, and pursuant to California Government Code Section 65915(j)(2), the granting of a density bonus concession or incentive shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. The Project would nonetheless still demonstration compliance with requirements for additional FAR, and is shown below.
Section 506.2.3 requires that in order for a project to be granted additional FAR, the project must demonstrate that it meets at least Objective a, and one other objective listed on page 28 of the Redevelopment Plan. The Project would demonstrate compliance with Objectives a, b, c, and d.

a) to concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs;
b) to provide for new development which compliments the existing buildings in areas having architecturally and/or historically significant structures or to encourage appropriate development in areas that do not have architecturally and/or historically significant buildings
c) to provide focal points of entertainment, tourist or pedestrian oriented uses in order to create a quality urban environment;
d) to encourage the development of appropriately designed housing to provide a balance in the community.

The Project Site is located 0.25 from the Hollywood/Vine Metro Red station, as well as multiple local and rapid bus lines as discussed above, and therefore has both proximity and direct access to transportation facilities. The Project scale, design, and form are similar to surrounding developments, as well as compatible with adjacent approved by not yet constructed projects. The architectural style includes materials, rhythms, fenestration, and massing similar and compatible with surrounding development. The Project will provide active street-level neighborhood-serving retail and/or restaurant uses along with enhanced streetscape plantings and short-term bicycle parking spaces that will encourage pedestrian travel and engagement. In addition, the Project would improve existing pedestrian facilities, the Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue. Under Option 1 the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor space along Selma as an amenity space for residents and the outdoor area along Argyle for the grocery use. The Project will provide a mix of market-rate and restricted affordable housing in a mid-rise building that will complement the existing mid-rise and high-rise housing opportunities in close proximity. Additionally, the mix of units will vary in size and number of bedrooms as well, providing additional options for the community.

In addition to the above objectives, the Project is also consistent with the required findings for the additional FAR.

1. The proposed development conforms with the provisions and goals of the Redevelopment Plan and any applicable Design(s) for Development or requirements of the Hollywood Boulevard District or Hollywood Core Transition District.
2. Permitting the proposed development serves a public purpose objective such as: the provision of additional open space, cultural facilities, public parking, or the rehabilitation of an architecturally or historically significant building.
3. Any adverse environmental effects especially impacts upon the transportation and circulation system of the area caused by proposed development shall be mitigated or are overridden by other social, economic or physical considerations, and statements of findings are made.

As set forth in these findings, the Project is consistent with the provisions and goals of the Redevelopment Plan. The Project would redevelop and existing commercial building with a mixed-use development that includes residential with ground floor commercial uses within 0.25 miles to the Hollywood/Vine Metro Station and 11 bus lines. Overall, the Project proposes to redevelop a site with little pedestrian activity or amenities and exclusively commercial uses with a mixed-use project including affordable residential units, pedestrian and cyclist amenities, and neighborhood serving commercial space within an existing regional center. The inclusion of 276 residential units, of which 13 units reserved for Very Low Income Households, would also support a balance in the community by providing both affordability of units, and additional residents in a concentrated regional center. Thus, the Project would be consistent with the surrounding area in form, character, use, and pedestrian orientation. In addition to physically complementing adjacent development, the proposed residential and commercial uses further support the adjacent businesses surrounding the Hollywood/Vine Metro Station.
Additionally, the Project will serve a public purpose objective by revitalizing an underutilized property within the Regional Center area through the provision of new market-rate and affordable housing units over new neighborhood-serving commercial uses. Finally, the Project’s certified EIR fully addresses all potential adverse environmental impacts, and the limited significant impacts pertaining to construction-period noise have been considered pursuant to the City’s adoption of a statement of overriding considerations.

506.3 Regional Center Commercial

Section 506.3 of the Redevelopment Plan permits new residential uses in the Regional Center Commercial designation subject to discretionary approval; however, this Section is superseded by Section 502 of the Redevelopment Plan, which states that permitted land uses are those allowed by the Community Plan and zoning regulations, as they exist or may be amended. Therefore, following approval of the Project’s General Plan Amendment from Commercial Manufacturing to Regional Center Commercial, the proposed residential uses will be permitted at the Project Site and consistent with both the Community Plan and Redevelopment Plan.

Section 510

Section 510 of the Redevelopment Plan requires all construction and development to conform to applicable State and City laws and regulations. The Project would be required to conform to applicable regulations through the entitlement and permitting process. Therefore, the Project would comply with Section 510 of the Redevelopment Plan.

Section 511

Section 511 of the Redevelopment Plan requires the preservation, rehabilitation, and retention of historic properties. As determined by the City as lead agency, the Project Site does not contain any historic resources, and therefore the Project does not need to demonstrate conformance with Section 511.

Sections 513 and 514 Buildings and Dwelling Units

Sections 513 and 514 of the Redevelopment Plan identify the number of buildings and dwelling units anticipated to be developed within the Redevelopment Project Area. As determined by the City as lead agency, the development of the Project is consistent with Citywide growth projections and is therefore consistent with these sections.

Section 515 Size and Height

Section 515 of the Redevelopment Plan limits the type, size, and height of buildings as regulated by State and City law. The Project’s request for a General Plan Amendment, Zone Change, and Height District Change would bring the site into zoning compliance, aligning the General Plan Land Use Designation and Zone, as well as further create consistency with the Project Site and the surrounding area. The current Zone and Land Use Designation are inconsistent with the intent of the Hollywood Community Plan for the area surrounding the nearby Hollywood/Vine Metro Red Line Station. Therefore, the Project would be consistent with the applicable City and State laws and regulations for the Project Site.

Section 516 Signage

Section 516 of the Redevelopment Plan addresses signs and billboards, and as noted previously, the Project does not propose signage at this time, and future proposed signage will be reviewed by the City for conformance with all applicable regulations including applicable design guidelines, such as the Hollywood Signage Supplemental Use District.
Section 517 Infrastructure

Section 517 of the Redevelopment Plan pertains to the undergrounding of utilities, which the Project proposes, and feasibility and compliance will be verified during the permitting process.

Section 518 Circulation

Section 518 of the Redevelopment Plan pertains to circulation, parking, and loading facilities. As determined by the City as lead agency, the Project complies with applicable City regulations regarding parking and loading facilities, and will not result in any impacts to the circulation system.

Section 519 Parking

Section 519 of the Redevelopment Plan pertains to regulations regarding parking within setbacks, and setback landscaping. The Project does not propose parking to be located in any setback areas, and will provide landscaping within its setbacks.

Section 520 Incompatible Uses

Section 520 of the Redevelopment Plan pertains to incompatible uses. The City as lead agency has determined that the Project will be compatible with the surrounding areas and buildings. The requested General Plan Amendment, Zone Change and Height District Change would allow the Project built form, size, uses, and design to be compatible with existing and adjacent proposed developments, as well as the vision for the area in the Hollywood Community Plan.

3. The Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.


The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

a. Amendment in Whole or in Part

The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Hollywood Community Plan, representing a change to the social, physical and economic identity of the Project Site, which is currently designated as Commercial Manufacturing and zoned [Q]C4-1VL-SN.

The Project Site is significant in economic and physical identity because it is located 0.25 miles from the Hollywood/Vine Metro Station, within the Hollywood Center, and an area designated in both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams as a Regional Center. The intent and purpose of the Regional Center Designation is to serve as a regional employment center with corresponding commercial, entertainment, housing stock, and residential population. The Project Site's proximity to transit, jobs, and services within the Hollywood Center make it a key part of developing the area with residences, jobs, and services as intended by both the Hollywood Community Plan and General Plan Long Range Land Use Diagrams. The Project Site is socially significant in its location, both as a prior film vault use, and within the Hollywood area, a center of entertainment, nightlife, and tourism. The introduction of new uses and residential population would support the existing Hollywood Center, and provide additional
employment base for the socially, economically, and physically unique motion picture industry located in Hollywood. The Project uses would serve two currently operational studio campuses, located within 0.5 miles of the Site, unique uses which the Community Plan seeks to support retain, and serve the motion picture industry.

The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, and served by multiple bus lines on Hollywood Boulevard and Sunset Boulevard. The surrounding area is also characterized by a concentration of jobs, services, commercial space, and entertainment. The location of the site provides excellent transit connectivity to jobs, services, and entertainment within the Hollywood area, as well as connections to West Hollywood, North Hollywood, Century City, Santa Monica, Koreatown, Downtown Los Angeles, and regional rail connections at Union Station. The density of uses are and concentration in the immediate vicinity also facilitates walking and biking as alternatives to vehicle trips for commuting, as well as shopping, recreation, or entertainment. The location is also highly unique in its proximity and transit connections to Griffith Park, a regional park with numerous recreation opportunities. Therefore, the Project Site is significant in social, economic, and physical identity, and the proposed Project would further these identities.

5. Charter Finding – City Charter Finding 556. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission’s findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Hollywood Community Plan, which is one of 35 Community Plans comprising the Land Use Element of the General Plan. The Community Plan designates the Project Site with the Commercial Manufacturing land use designation, with corresponding zones of CM and P. The Site is currently zoned [Q]C4-1VL-SN and is therefore not consistent with the land use designation.

The initiated General Plan Amendment would re-designate the Project Site from Commercial Manufacturing to Regional Center Commercial land uses. The recommended Zone Change and Height District Change from [Q]C4-1VL-SN to (T)(Q)C4-2D-SN would remove the “Q” Condition, per Ordinance No. 165,662, which prohibits residential uses, and establish Height District 2 to allow for a 4.5:1 FAR, respectively. The proposed Regional Center Commercial land use designation has corresponding zones of C2, C4, P, PB, RAS3, and RAS4, and is subject to Community Plan Footnote No. 9 which restricts the maximum FAR to 4.5:1, or 6:1 FAR with Planning Commission approval. The Project is seeking a General Plan Amendment, Zone Change and Height District Change, and a Density Bonus entitlement to permit a 5.4:1 FAR, consistent with the maximum limitations of Footnote No. 9. Thus, the recommended (T)(Q)C4-2D-SN Zone would be consistent with the adoption of the General Plan Amendment. Further, the General Plan Amendment would correct an inconsistency between the existing and surrounding land use and zoning designations.

Additionally, the legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not require an exact match between a proposed subdivision and the applicable general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.
As detailed in Finding No. 2 above, the initiated General Plan Amendment complies with Los Angeles City Charter Section 556 in that it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Hollywood Community Plan, as the Project would increase housing choices at varying income levels by providing both restricted affordable and market-rate units in varying bedroom configurations; and providing additional residents, commercial space, and services to support the Hollywood Center within 0.25 miles to a heavy rail station and 11 bus lines. Both ground floor commercial options would support the Regional Center by providing residents with either retail and/or restaurant uses, or a grocery store; additional commercial space and services within walking distance to other neighborhood-serving uses within an established and growing residential center within the Regional Center; and a pleasant pedestrian environment by improving on the current physical improvements, and providing bicycle parking infrastructure.

6. Charter Finding – City Charter Finding 558. The proposed Amendment to the Hollywood Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice, as described below.

The initiated General Plan Amendment to the Hollywood Community Plan would re-designate the land use of the Project Site from Commercial Manufacturing to Regional Center Commercial. The proposed Project will further the intent of the General Plan Long Range Land Use Diagram, and the stated goals of both the General Plan and Hollywood Community Plan by providing additional residential units, including restricted affordable and market rate, as well as commercial space, and services for the surrounding Hollywood Center within walking distance of transit.

Public Necessity. The Project's mix of uses in proximity to transit, and the provision of accessible bicycle parking and pedestrian-oriented design will help promote the reduction of Vehicle Trips, supporting City goals and policies to improve air quality and public health. Further, the Project will also support one of Hollywood’s key industries by locating housing opportunities near existing job centers associated with the film industry.

The Project Site is also located adjacent to proposed, approved or existing mixed-use developments containing various affordability levels, unit types, and unit sizes surrounding the Hollywood/Vine Metro Station. Generally, these mixed-use developments include ground floor commercial, and improvements to the public realm, which has transformed the area into a heavily trafficked pedestrian area with shopping, restaurants, services, entertainment, and tourist uses. The Project would include complementary uses, serving residents, workers, tourists, and encourage the use of transit due to its location. Maintaining Hollywood’s business and residential population is critical for the long-term health of the motion picture industry, which has evolved to rely on surrounding regional center.

Convenience. Approval of the initiated General Plan Amendment from Commercial Manufacturing to Regional Center Commercial would facilitate the redevelopment of an existing commercial structure within the Hollywood Center with a new mixed-use project comprised of mixed-income residential units, neighborhood-serving commercial uses, and an improved pedestrian environment. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the Site and surrounding area as a Regional Center. The area is intended to serve as a center of the community, with residents, jobs, amenities, services, and entertainment uses. The concentration of these uses with close proximity to the Hollywood/Vine Metro Station would be consistent with goals of the General Plan with respect to providing affordable housing, reducing vehicle miles traveled, promoting the improvement of the pedestrian environment, and concentrating housing, commercial uses, and jobs within
a regional center. The introduction of new residents and services will provide support for surrounding businesses, the film industry within the Hollywood area, and new neighborhood-serving commercial uses.

**General Welfare.** The General Plan Long-Range Land Use Diagram and Hollywood Community Plan, identify the area surrounding the Project Site as a Regional Center, referred to as “the Hollywood Center” by the Community Plan. As discussed above, this area is intended for commercial, office, and residential uses. The surrounding area is currently developed with residential uses to the west and north of the Project Site along Selma Avenue, and a mixed-use office and residential building east of the site along Gower Street. The current land use designation for the Project Site is Commercial Manufacturing, which permits a range of light industrial and manufacturing uses. The initiated General Plan Amendment to Regional Center would permit uses which correspond to the C2, C4, P, PB, RAS3, and RAS4 Zones, which would benefit the general welfare of the immediate surrounding area, as commercial space and residential units better serve the general, economic and public welfare.

Furthermore, the Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and up to 27,000 square feet of neighborhood-serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station, which would promote the use of alternative modes of travel, both for residents and visitors to the Site. Additionally, the proposed floor-to-ceiling glass storefronts, active commercial, and usable open spaces at ground level will promote a more pedestrian friendly environment. Specifically, the floor-to-ceiling glass storefronts, active ground floor uses, outdoor dining or lounge areas, and street trees will activate Selma and Argyle Avenues, facilitating pedestrian activity and additional walking destinations from the Metro Station. Last, the Project would provide short-term bicycle parking spaces along Argyle Avenue and Selma Avenue.

**Good Zoning Practices.** The Project proposes a new mixed-use building, including 276 dwelling units, of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project requires a General Plan Amendment from Commercial Manufacturing to Regional Center Commercial to construct Project. As identified by the General Plan Long-Range Land Use Diagram and Hollywood Community Plan, the area surrounding the Project Site is a Regional Center, called the Hollywood Center. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM (Commercial Manufacturing) and P (Automobile Parking). The CM Zone permits a range of light industrial and manufacturing uses, including uses in the C4 Zone. The Project Site is currently zoned [Q]C4-1VL-SN, which does not correspond to the Commercial Manufacturing land use designation for the Project Site. The proposed Regional Center Commercial land use designation would be consistent with the surrounding area, as well as the intent of Regional Centers as identified in the General Plan Framework Element. The Hollywood Center has developed, as intended by the Community Plan, into an active walkable community, with commerce, amenities, entertainment, and residential uses. The proposed land use designation would allow for uses which would result in uses which are more compatible with the surrounding area, as well as uses which meet several of the Hollywood Community Plan and General Plan goals. The Amendment will resolve an inconsistency between the existing zone and land use designation, as well as the existing zoning and land use designations of the surrounding area.

Given the existing uses, zoning and land use designations surrounding the Project Site, the General Plan Amendment from Commercial Manufacturing to Regional Center Commercial will not lead to impermissible spot zoning but, rather, correct an inconsistency as the subject
site is the only one in the area that is not designated as Regional Center Commercial, and is currently zoned C4 which is not a corresponding zone for the Commercial Manufacturing land use designation. The Regional Center Commercial land use designation permits the existing C4 Zone for the Project Site, and would therefore be consistent with the surrounding area.

Last, the Project will also be compatible with surrounding uses based on its consistency with the applicable development standards in the Hollywood Community Plan, as discussed in Finding No. 2.

Therefore, the initiated General Plan Amendment to Regional Center Commercial would be in conformity with good zoning practices and development patterns in the immediate area by resolving a land use inconsistency on the Project Site, and a land use inconsistency with the surrounding area, while locating a pedestrian oriented project within a pedestrian oriented area, with walking distance to a Metro station.

**Entitlement Findings**

1. Zone Change and Height District Change Findings

a. Pursuant to Section 12.32 C.7 of the Los Angeles Municipal Code, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice

The recommended Zone and Height District Change from \([\text{Q}]\text{C4-1VL-SN to (T)(Q)}\text{C4-2D-SN}\) would allow for the development of a new mixed-use project comprised of 276 dwelling units, of which five (5) percent (13 units) of the permitted base density would be set aside for Very Low Income Households, and two ground floor commercial space options. Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. As currently zoned, the Project is permitted a maximum floor area ratio (FAR) of 1.5:1 pursuant to Height District 1VL. In order for the development to be built, the Zone and Height District Change would remove an existing “Q” Condition (Ordinance 165,662) which prohibits residential uses, and change the Height District from 1VL to 2, to allow a maximum of 6:1 FAR. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The maximum Floor Area Ratio (FAR) for the Project would be increased by 20 percent in conjunction with an On-Menu Incentive requested as part of a Density Bonus entitlement. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels.

Public Necessity. As described above, the City, SCAG, and the State have identified a need for housing, especially affordable housing, in local and state plans, proclamations, and goals. As zoned, the Project Site would not allow for residential uses, an acute need in the region and within Hollywood specifically. The recommended Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a Site that currently prohibits residential uses, in an area that is generally zoned for mixed-use development. The Project would provide 276 residential units, with 13 units set aside for Very Low Income Households, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use goals of the General Plan. The Project would contribute towards the City and region meeting its housing needs and goals, and achieving a better jobs housing balance.
The Project’s amenities and location will offer residents alternative mobility options aiding the City in its goal to reduce air pollution. The Project Site’s location within the Hollywood Center, within walking distance to high capacity transit, will reduce vehicle trips. The Project’s ground floor uses and ground floor active usable outdoor space, floor-to-ceiling glass storefronts, and prominent pedestrian entries would contribute to the pedestrian environment, while the physical contributions such as, reconstructed or repaired sidewalks, Americans with Disabilities Act (ADA) sidewalk improvements, street trees, and bicycle parking will improve the pedestrian environment. Further, the Project Site’s proximity to the numerous uses associated with the film industry provides housing opportunities within walking distance for those employees, supporting one of Hollywood’s key industries. The proposed Zone and Height District Change would allow the Project to provide the desired, intended, and planned mix of uses for the area, in addition to additional mixed-income housing with varying affordability levels, unit types, and unit sizes.

Convenience. The recommended Zone and Height District Change would facilitate the redevelopment of an existing commercial structure to allow for a new mixed-use project providing residential units, neighborhood-serving commercial uses, and an improved pedestrian environment within the Hollywood Center. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the site and surrounding area as a Regional Center. The area has been evolving into a pedestrian-oriented residential, commercial, office, entertainment, and tourism center. The additional residents and services will provide additional economic support for surrounding businesses, the film industry within the Hollywood area, and provide new neighborhood-serving commercial uses. The Project would provide these additional neighborhood-serving commercial options within walking distance for current residents, office and film industry workers, and tourists. The Project would be designed to be complementary to adjacent recently approved or constructed developments characterized by their pedestrian orientation, as well as include physical improvements around the Hollywood/Vine Metro Station. The Project’s location would allow future residents to benefit from the concentration of commercial, services, entertainment, and jobs within walking distance to the site. Further, the proposed Zone and Height District Change will resolve a zoning inconsistency on the Site resulting from AB 283, a state law that directed charter cities with more than 2.5 million in population, including the City of Los Angeles, to bring the City’s zoning and general plan into consistency, and will allow for a development consistent with the current and proposed development in the area.

General Welfare. Approval of the Zone and Height District Change would allow the development of a mixed-use project consisting of residential and commercial uses. As discussed above, the Hollywood Center is intended for commercial, office, and residential uses. The current land use designation for the site is Commercial Manufacturing, with corresponding zones of CM and P. The CM Zone permits a range of light industrial and manufacturing uses. These uses would not benefit the general welfare of the immediate surrounding area, or be consistent with the intended use and character of the Hollywood Center. Further, without allowing residential uses on the site, the Project would not be able to meet the intent of the designation for the area. The surrounding area is a Regional Center, with high capacity transit, where uses such as commercial space and residential units better serve the general welfare, economic welfare and public welfare, than solely commercial or manufacturing.

The Project would include 276 residential units, of which 13 units would be reserved for Very Low Income Households, and neighborhood serving commercial uses within 0.25
miles to the Hollywood/Vine Metro Station. The additional residential units and commercial uses with such proximity to a heavy rail station would promote the use of alternative modes of travel, both for residents and visitors to the site. By permitting residential uses on site, the Project would support the City’s goal of providing housing for all economic segments.

**Good Zoning Practices.** The Project proposes a mixed-use building, including 276 dwelling units, of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The Project Site is currently zoned [Q]C4-1VL-SN, where the “Q” Condition (Ordinance No. 165,662) prohibits residential uses. Height District 1VL permits a maximum FAR and height of 1.5:1 and 45 feet, respectively, and SN corresponds to the Hollywood Signage Supplemental Use District (HSSUD). The proposed Zone Change would remove the “Q” Condition on the site, thus allowing for residential uses.

The surrounding area is primarily zoned C4-2D-SN and has become highly concentrated with mixed-use residential developments within proximity to transit. Specifically, the Eastown-El Centro joint development to the north includes 1,042 units; the 1600 Vine development at the northwest corner of Selma and Argyle Avenues, includes 494 units; the Camden development to the west across Argyle Avenue, includes 306 units; the Columbia Square development to the east along El Centro Avenue, includes 200 units; and the Palladium Project, which abuts the Project Site to the east and south, includes 731 units. The additional residential units and commercial space would conform with goals and objectives of the Hollywood Community Plan and General Plan, such as those related to concentrating mixed-use development in regional centers, adjacent to transit, and encouraging alternative transportation to reduce vehicle trips. The Zone Change to remove the “Q” Condition on the site would be consistent with the surrounding area, as well as the Community Plan intent for this regional center.

The proposed Height District Change would change the existing Height District from 1VL to 2 for the Project Site, which would allow for up to 6:1 FAR. Surrounding parcels are predominantly zoned with Height District 2, and improved with structures ranging in height from two stories to over 20 stories. The Height District Change would be consistent with the intent and character of the Regional Center land use designation in the General Plan Framework Element. Further, the change would be consistent with Hollywood Community Plan Footnote No. 9, which limits FAR to 4.5:1 with up to 6:1 FAR with City Planning Commission approval. The Project is seeking a Density Bonus in conjunction with the Zone Change and Height District Change for a resulting FAR of 5.4:1.

The Project Site is located within walking distance to the Hollywood/Vine Metro Station, as well as numerous commercial, entertainment, amenities, entertainment, and tourism uses. The proposed Zone Change and Height District Change would result in a project which is consistent with the uses and intent of the Hollywood Center, as well as a project built at similar density, height, and scale to surrounding development. As proposed, the Project would not only provide new housing for a mix of incomes, but amenities that would improve the quality of life for existing and future residents as well as the surrounding community. For the reasons stated above, the Project would exhibit good zoning practice.

**ADDITIONAL FINDINGS FOR A “T” and “Q” QUALIFIED CLASSIFICATIONS:**

b. In the consideration of a proposed change of zone it may be determined that public necessity, convenience and general welfare require that provision be made for the orderly arrangement of the property concerned into lots and/or that provision be
made for adequate streets, drainage facilities, grading, sewers, utilities, park and recreational facilities; and/or that provision be made for payments of fees in lieu of dedications and/or that provision be made for other dedications; and/or that provision be made for improvements; all in order that the property concerned and the area within which it is located may be properly developed in accordance with the different and additional uses to be permitted within the zone to which the property is proposed for change.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new “T” Conditions of approval imposed herein for the Proposed Project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

c. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The proposed Project is consistent with the character of development pattern and land use designations in the immediate vicinity, which support the goals and policies of the General Plan Framework Element. As proposed, the Zone and Height District Change to remove the “Q” Condition on site restricting residential uses, and impose Height District 2, respectively, is necessary for a development with the uses and characteristics compatible with the surrounding area, which is characterized as a mixed-use district with pedestrian orientation and active ground floor uses. The Zone and Height District Change are required to meet the goals of the General Plan and Hollywood Community Plan seeking to focus development within existing centers, specifically the Hollywood Center, by providing on-site affordable units, and locating housing adjacent to transit. As described in the Framework Element, the Regional Center Commercial land use designation typically provides for high-density districts whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to 20-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Framework Element Goal 3F envisions regional centers as mixed-use centers that provide jobs, entertainment, culture, and serve the region. Additionally, the Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, specifically with a concentration of mixed-use developments, creating a concentration of residence, commerce, and entertainment uses fit to serve as a regional destination for entertainment. Since the adoption of the Community Plan, the area has developed as intended, with mixed-use developments, with a pedestrian orientation, ground floor commercial space, and entertainment uses, creating a Citywide destination for entertainment and commerce.

The Project proposes a maximum FAR of 5.4:1 consistent with FAR permitted in Height District 2, and Hollywood Community Plan Footnote No. 9, which limits the FAR for the site to 4.5:1, with a maximum of 6:1 with approved through City Planning Commission.

The Project’s FAR is consistent with Regional Center FAR in the General Plan Framework Element, with identifies the area as a Regional Center, as well as the Hollywood Community Plan. The FAR proposed by the Project is also consistent with the intent and goals of the General Plan and Community Plan for development surrounding a high capacity transit station such as the heavy rail station 0.25 miles from the Project Site. Furthermore, the Project’s height, form, setbacks, density, and uses will be consistent with
surrounding developments. Directly abutting the Project Site to the east and south is the recently approved Palladium Project, which proposes two 28-story towers. Farther to the east, along Gower Street, the Columbia Square development includes multiple buildings with heights ranging from seven to 20 stories. Further north along Argyle Avenue, buildings range in height from eight to 13 stories. At the northwest corner of Argyle Avenue and Sunset Boulevard, and at the northeast corner of Sunset Boulevard and Vine Street, are an office building and residential tower, respectively, both in excess of 20 stories. The Project includes well-lit, active ground-floor uses, treated with floor-to-ceiling glass storefronts; an outdoor dining or residential amenity area; street trees; and short-term bicycle parking along Selma Avenue and Argyle Avenue, facilitating walking and bicycling trips. The ground floor treatment, uses, and form will create a continuity in the pedestrian environment along both Selma Avenue to the east and west and Argyle Avenue to the north and south. Both Selma Avenue and Argyle Avenue are developed with mixed-use developments, consisting of ground floor commercial spaces with floor-to-ceiling glass, minimal setbacks, street trees, consistent streetwalls, prominent residential entries, and street facing residential uses above the ground floor. The pedestrian realm treatment of the site would continue and connect to existing and planned development in the area, creating a walkable environment within 0.5 miles of the Hollywood/Vine Metro Station. The uses, form, circulation, and design would be consistent with existing development, proposed projects, and those currently under construction with similar designs.

The proposed “Q” Conditions, which would limit the scale and scope of future development on the Site, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community. Therefore, as conditioned, the Project Site will be compatible with existing and future development in the area. In addition, the “Q” Conditions will ensure that the project is constructed as approved herein.

d. That the project will secure an appropriate development in harmony with the objectives of the General Plan.

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two ground-floor commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. The Project includes active ground floor uses, as well as floor-to-ceiling glass storefronts, street trees, and usable outdoor areas along Selma Avenue and Argyle Avenue, which activates the pedestrian environment 0.25 miles from the Hollywood/Vine Metro Station. Under Option 1, the outdoor areas would serve as outdoor dining, while Option 2 would utilize the outdoor area as a residential amenity along Selma Avenue, and an outdoor area for the grocery use along Argyle Avenue.

The Project’s proposed mix of uses, under both Options, are consistent with the surrounding area and will secure an appropriate development in harmony with the objectives of the General Plan. The Project Site is located within the Hollywood Center, an area with a high concentration of uses within walking distance and well served by transit, and with a recommended General Plan land use designation of Regional Center Commercial and (T)(Q)C4-2D-SN Zone. The surrounding parcels are designated Regional Center Commercial, with zones of C4-2D and C4-2D-SN. The Hollywood Center is intended by both the General Plan Long-Range Land Use Diagram and Hollywood Community Plan as a Regional Center, a focal point of the community with mixed-use,
commercial, residential, and office uses. The Project proposes to resolve the zoning and land use designation conflict for the site, bringing the site into compliance with the intent of the Hollywood Community Plan and General Plan Long-Range Land Use Diagram, as well as with the built form of the neighborhood. The Project is consistent with the goals, policies, and objectives of the General Plan and the Hollywood Community Plan by locating housing adjacent to transit, within an established center. The Project would provide both market-rate and affordable housing, a pedestrian-oriented design, and a development which complements the surrounding community in form, economic, social, and practical function. As such, the Project will secure an appropriate development in harmony with the objectives of the General Plan.

2. Density Bonus/Affordable Housing Incentives Program Findings

The following are the findings and the application of the related facts as related to the request for a 14-percent Density Bonus, in conjunction with one On-Menu Incentive for a 20 percent increase in the maximum permitted Floor Area Ratio (FAR), for the construction, use, and maintenance of a seven story, mixed-use building consisting of 276 dwelling units, of which five (5) percent, or 13 units, of the permitted base density of 242 units, would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Government Code Section 65915(d), the City Planning Commission shall approve a Density Bonus and requested incentive(s) unless the City Planning Commission finds that:

a. The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested On-Menu Incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in LAMC Section 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department will always arrive at the conclusion that the Density Bonus On-Menu Incentive will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentive by nature increase the scale of the Project.

The requested On-Menu Incentive for an increase in FAR, is expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the Applicant’s decision to set aside 13 Very Low Income dwelling units for 55 years.

In conjunction with the requested Zone Change, and pursuant to LAMC 12.22 A.18(a), the Project Site is permitted to have a base density of 242 units, for a Project Site that is
The Project is setting aside 13 units (or five [5] percent of the base permitted density) for Very Low Income Households and is therefore eligible for a 20 percent density bonus, pursuant to LAMC Section 12.22 A.25(c)(1), or 49 additional units, for a total of 291 units. However, the Project is choosing to utilize only a 14-percent density bonus, or 34 additional units, for a total of 276 units.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(c), projects which set aside a minimum of five (5) percent of the 242 base units for Very Low Income Households, are also eligible for one On-Menu Incentive. In this instance, the Project is requesting an On-Menu Incentive for an FAR increase equal to the density bonus for which the Project is eligible, or 20 percent.

On-Menu Incentive (Floor Area Ratio)

The recommended (T)(Q)C4-2D-SN Zone with a Regional Center Commercial land use designation under the Hollywood Community Plan includes Footnote No. 9, which limits FAR for C4 Zones to 4.5:1, with up to 6:1 FAR with City Planning Commission approval. The by-right FAR for the Project in conjunction with the proposed Height District Change would permit a maximum of 217,813 square feet of floor area. In conjunction with the FAR increase, the Project qualifies for a maximum 5.4:1 FAR, or 261,376 square feet. The Project proposes a maximum 5.4 FAR, or 260,250 square feet. The proposed 5.4:1 FAR creates 42,437 additional square feet. In conjunction with the increased density discussed above, the Project is able to provide additional housing units on the site, with multiple room configurations, additional living space, and with additional amenities for residents, as a result of the floor area increase. This incentive supports the Applicant’s decision to set aside 13 Very Low Income Units (or 5 percent of base units) for 55 years.

b. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A “specific adverse impact” is defined as “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22 A.25(b)). The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that significant, quantifiable, direct and unavoidable impacts will occur. Therefore, there is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources.
3. Conditional Use Beverage Findings

The following are the findings and the application of the relevant facts as related to the request for a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. In order for the Master Conditional Use Permit to be granted, all of the legally mandated findings delineated in LAMC Sections 12.24 E and 12.24 W.1 must be made in the affirmative:

a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.

The Project proposes the development of a new mixed-use project comprise of 276 dwelling units, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet. A total of 350 new vehicle parking spaces will be provided within four subterranean levels. The Project requests a Master Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three restaurant and/or retail establishments totaling 24,000 square feet under Option 1, and the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for a 27,000 square foot grocery store under Option 2. The commercial establishments in both options will be located at street level along existing commercial corridors along Argyle Avenue and Selma Avenue.

The Hollywood Community Plan identifies the area as part of the Hollywood Center, a focal point of the Community Plan Area. As described in the Community Plan, this focal point would include commercial uses, office, residential, and entertainment uses. Both Options would improve the ground floor pedestrian environment by providing direct entrances from the street via a corner plaza, and usable outdoor space at Selma and Argyle Avenues, utilized as outdoor dining under Option 1, and usable outdoor areas for outdoor dining for grocery use and a residential amenity under Option 2, street trees, and sidewalk improvements. The Project Site is located within walking distance to transit, retail, restaurant, entertainment, theaters, hotels, and services within the Hollywood Center. The proposed uses would add additional options within the center for residents, visitors, and tourists.

The availability of alcoholic beverages in commercial uses is a customary and incidental component of restaurant and grocery stores. For example, restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments. Similarly, grocery stores routinely sell alcohol as part of their operations. Alcohol sales for both restaurant and grocery uses will improve the economic viability of either use, allowing for a neighborhood-serving commercial use. The Project's commercial uses will serve as an attraction for visitors, tourists and neighbors in the area and will reduce the need for local residents and guests of the nearby W Hotel, at the corner of Hollywood Boulevard and Argyle Avenue, as well as other nearby hotels, to travel to other areas for dining and entertainment experiences.
Therefore, as conditioned, permitting the sale and dispensing of a full line of alcoholic beverages for on-site consumption for up to three retail and/or establishments, and on-site and off-site consumption for a grocery store will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

b. That the project’s location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project proposes a new mixed-use building, including 276 dwelling units and ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a 5.4:1 FAR. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

The Project would include residential and commercial uses consistent with the surrounding area and Regional Center designation. The Project would be seven stories, with active ground floor uses, floor-to-ceiling glass storefronts, physical improvements to the pedestrian realm, and built to the property lines along Argyle and Selma Avenues. The Project includes usable outdoor space along the ground floor for outdoor dining under Option 1, and outdoor dining and residential amenities under Option 2. The area is appropriate for the sale and dispensing of alcohol given that the Hollywood Center is identified as the focal point of the community by the Hollywood Community Plan, and has become an entertainment and tourism destination within the City. The Project design, height, size, and operations would be similar to numerous surrounding developments with residential uses, ground floor commercial space, pedestrian design, minimal setbacks at the ground floor, and heights ranging from two to 20 stories, including the eight-story Camden development, the 13-story 1600 Vine development, the six-story Eastown-El Centro joint development, the 22-story Columbia Square development, and the approved, but not constructed, 28-story Palladium Project. Adjacent entertainment uses are within walking distance from the Project Site, including the Palladium Theater to the south, Pantages Theater to the north, and Arclight Complex to the west. Alcohol sales would be compatible with and continue to add to the diversification of commercial activities, further contributing to the vitality and attractiveness of the regionally significant area.

No evidence was presented at the Hearing Officer hearing or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. While Selma Avenue Elementary and Joseph Le Conte Middle School are located within one-half mile from the Project Site, both schools are buffered by major streets such as Cahuenga Boulevard and Sunset Boulevard, as well as a wide variety of existing commercial and residential structures, varying in height from one to 20 stories.

All establishments serving alcohol will be carefully controlled and monitored through the imposition conditions related to site maintenance, loitering, specialized training programs for employees, and consultation with LAPD. As a condition of this grant, each individual venue seeking to utilize a permit to sell alcoholic beverages for on-site or off-site consumption as a part of this Master Conditional Use must apply for a Plan Approval. The Plan Approval process will allow the Department of City Planning to tailor conditions to each individual Applicant and establishment, and create measures which will minimize any impact that might be generated by each individual establishment seeking to sell alcoholic beverage.
Thus, as conditioned, the Project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC. The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The Project proposes a General Plan land use designation of Regional Center Commercial, consistent with surrounding properties. The Hollywood Community Plan Map designates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project is consistent with the underlying C4 Zone, which is intended to provide for commercial uses, including residential uses. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan.

The Project proposes two ground floor commercial options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store, along with required parking facilities. The sale of a full line of alcoholic beverages in conjunction with retail and/or restaurant, or a grocery store use, would be consistent with the following objectives of the Community Plan:

**Objective No. 1:** To further the development of Hollywood as a major center of population, employment, retail service and entertainment.

**Objective No. 4:** To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.

The Project Site is located within the Hollywood Center, as identified by the Community Plan. The Community Plan encourages new uses, which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. Nearby attractions include the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, Pantages Theater, Palladium Theater, etc., promoting visitors to the area for business, entertainment events such as the Academy Awards and tourism. The Project would provide commercial uses and restaurants with alcohol to further the existing activity within the heart of Hollywood thus promoting the development of Hollywood as a major center of population, employment, retail service and entertainment, and economic well-being and public convenience through the allocation and distribution commercial lands for retail service.

d. The proposed use will not adversely affect the welfare of the pertinent community.

The subject property is located directly within the Hollywood Center, as well as adjacent to various hotel, tourist attractions and entertainment uses. Multi-family residential is also located in the vicinity of the Project Site, ranging from single story to high-rise towers. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood, especially entertainment districts, such as the Hollywood Center. As the Hollywood Center is one of
the entertainment destinations in the region, alcohol services are common in the vicinity, and even necessary for the entertainment uses in the area. The surrounding area is characterized by various alcohol related uses and the introduction of another such establishment would not create an adverse or unique condition. As conditioned, the sale of a full line of alcoholic beverages for on-site and/or off-site consumption in conjunction with the operation of new commercial establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, escort services, and loitering are mitigated by the imposition of conditions requiring deterrents against loitering and responsible management.

As part of the Plan Approval process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of beer and wine including training provided by the LAPD Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and/or off-site consumption at this location will further support and augment the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

e. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria in 2018, two (2) on-sale and three (3) off-sale licenses are allocated to Census Tract No. 1910.00. There are currently a total of 42 licenses (98 on-site and 6 off-site) in this Census Tract.

According to statistics provided by the LAPD’s Central Division, within Crime Reporting District No. 647, which has jurisdiction over the subject property, a total of 689 crimes were reported in 2018 (348 Part I and 341 Part II crimes), compared to the total citywide average of 185 crimes for the same reporting period.

Part 1 Crimes reported by LAPD include, Rape (6), Robbery (26), Aggravated Assault (36), Burglary (12), Auto Theft (32), and Larceny (235). Part II Crimes reported include, Other Assault (29), Forgery/Counterfeit (2) Embezzlement/Fraud (3), Received Stolen Property (1), Weapons Violation (12), Prostitution Related (8), Sex Offenses (6), Offenses Against Family (1), Narcotics (50), Liquor Laws (9), Public Drunkenness (3), Disturbing the Peace (1) Disorderly Conduct (8), DUI related (36), Moving Traffic Violations (14), and other offenses (92). There were no crimes related to Homicide, Manslaughter or
Gambling. Of the 689 total crimes reported for the census tract, 36 arrests were made for driving under the influence and three (3) for public drunkenness.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. No information was provided by LAPD showing that the approval of the Master Conditional Use Permit would negatively impact the neighborhood; however, LAPD has submitted recommended Conditions of Approval to be placed on the Project. Of the 689 arrests in the crime district, only seven (7) percent, or 48 of the total 689 arrests, were for alcohol-related offenses, and five (5) percent, or 36 offenses, were for driving under the influence (DUI). The above figures indicate that the mixed-use development is located in a high crime reporting district. Due to high crime statistics, conditions typically recommended by LAPD, such as those related to the STAR Program and age verification, have been imposed. Any concerns associated with an individual venue can be addressed in more detail through the required Plan Approval, providing an opportunity to consider more specific operational characteristics as a tenant is identified and the details of each venue are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions at that time. Therefore, approval Project request for the sales and service of a full line of alcoholic beverages for on-site and off-site consumption would not result in an undue concentration.

f. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The Project Site is zoned for commercial uses and will continue to be utilized as such with the development of new restaurant, retail and/or grocery store uses on the Project Site. Following are surrounding sensitive uses within a 1,000-foot radius of the site:

- Southern California Hospital At Hollywood
- Frances Howard Goldwyn – Hollywood Regional Branch Library
- Montessori Shir Hashrim

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The Southern California Hospital at Hollywood is located three blocks to the south, separated by intervening development ranging in height from two stories to seven stories, including various uses, and Sunset Boulevard with a width of 100 feet. The Frances Howard Goldwyn – Hollywood Regional Branch Library is located approximately three blocks to the west, separated by multiple structures ranging in height from two stories to ten stories. Finally, the Montessori School is located approximately two blocks to the east and one block north, separated by multiple structures and Gower Street with a width of 72 feet. Potential effects of excessive noise or disruptive behavior would be addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant, retail, or grocery use in lieu of uses such as pool halls or
lounges. The Project, as proposed, is consistent with the zoning and in keeping with the existing uses adjacent to the development. The surrounding area is primarily zoned C4, with a General Plan land use designation of Regional Center Commercial. Surrounding developments are generally improved with mixed-use developments ranging in height from two stories to 20 stories, with ground floor commercial uses, and residential uses. The proposed neighborhood serving commercial uses would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

4. Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative in order to permit a mixed-used development that results in the creation of 276 net new residential units.

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

The Project Site is located within the Hollywood Community Plan area, adopted by the City Council on December 13, 1988. The Project is requesting a General Plan Amendment to designate the Site Regional Center Commercial. The Plan Map delineates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project Site is zoned [Q]C4-1VL-SN. The C4 Zone permits uses consistent with commercial and multi-family residential uses.

The Project proposes a mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store.

As discussed above, the Project meets the goals and objectives of the General Plan by locating a new mixed-use development within an existing Regional Center that is walking distance to transit. The Hollywood Center is an existing concentration of retail, restaurant, amenities, entertainment, services, and jobs to which the Project would contribute and from which residents of the Project would benefit. In addition, the Project will provide affordable housing and various unit arrangements which would meet the needs of multiple segments of the population. The proposed commercial space would provide jobs and commercial uses which support the economic base of the area, and offer additional options for neighboring residents. The proposed physical improvements and design would support pedestrian and bicycle access, and support healthy living environment within the development by promoting active transportation, utilizing low Volatile Organic Compound (VOC) materials, and implementing energy and water efficient elements in the Project.

The Project meets the goals of the Hollywood Community Plan by providing housing and uses which support the economic well-being of the community, support public convenience, provide additional housing opportunities for the community, and further the Hollywood Center as both the focal point of the community and a major center of the City. The Project would also meet the goals of the Hollywood Redevelopment Plan by concentrating high density development with direct access to transit, incorporating design which complements the surrounding area, and providing housing which will support balance in the community.
Therefore, the Project is in substantial conformance with the purposes of the General Plan, the Hollywood Community Plan, the Housing Element of the General Plan, and the Hollywood Redevelopment Plan.

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

The Project proposes a mixed-use building, including 276 dwelling units of which five (5) percent of the permitted base density would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. The surrounding area is highly urbanized and land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity mixed-use, commercial, institutional and residential uses. Properties located to the north of the Project Site across Selma Avenue include a two-story commercial building and a surface parking lot. Properties located to the south are developed with the Palladium Theater and associated surface parking lots. Properties located to the east of the Project Site are developed with surface parking lots supporting the Palladium Theater, and the 20-story, mixed-use Columbia Square a development across El Centro Avenue. Properties to the west and northwest are developed with the Hollywood Plaza Building and Hollywood W Hotel and Residences to the northwest. Other two- and four-story commercial and residential structures front the site immediately north and northeast across Selma Avenue.

The following elements are incorporated into the Project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories, active ground floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts ground floor materials, and consistent streetwalls which create a coherent pedestrian realm. The Project utilizes balconies as vertical and horizontal articulation to reduce bulk and mass. At the corner of Argyle and Selma Avenues, the Project includes a ground floor plaza, with entrances to the commercial uses under Option 1, and the residential amenities under Option 2. The Project’s plaza and ground floor treatments include a strong horizontal datum, consistent application of vision glass, metal, and color, which differentiate the ground floor uses from the residential uses above. Above the ground floor, the Project includes a rounded corner and glass balconies with glass and metal railings. The materials and ground floor treatment is consistent with the surrounding area in the ground floor differentiation, consistent application of materials between residential and commercial uses, and while the rounded corner element is unique, it would be complementary to surrounding design and serve as the focal point of the development.

Building Orientation/Frontage. As discussed above, the Project Site is surrounded by mixed-use structures ranging in height from two to 20 stories in height, active ground-floor uses, minimal or no ground floor setbacks, floor-to-ceiling glass storefronts, and consistent streetwalls which create a coherent pedestrian realm. The Project has designed the
ground floor of the building to be pedestrian-oriented, with a slight inset at the ground floor along Argyle and Selma Avenues to expand the sidewalk in front of the Project. In addition, Option 1 would include retail and restaurant space along Selma Avenue and Argyle Avenue, while Option 2 would include a residential amenity and grocery store.

**Height/Bulk.** The Project is comprised of a seven-story, mixed-use building, measuring 99 feet in height, with four levels of subterranean parking. All levels would be a uniformly massed, with a consistent streetwall and a building façade that is articulated with changes in materials, planes and balconies, which create rhythm and visual interest, and reduce the perceived bulk of the building. Window patterns, changes in material, arrangement of balconies, and fenestration prevent a monolithic character. Through architectural design and site planning, the Project's perceived height and bulk are reduced.

**Setbacks.** In conjunction with the Zone Change, the Project will be subject to the setback and density regulations of the C4 Zone. Per Case No. VTT-74566, the Deputy Advisory Agency designated Argyle Avenue as the front yard, and granted a 20 percent rear yard reduction. The Project proposes zero setbacks along Selma and Argyle Avenues, an 11-foot setback along the south elevation and a 15-foot, 6-inch setback at the east elevation.

**Off-Street Parking and Driveways.** Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. In each case, the vehicular driveway is the minimum width required to be as efficient as possible. Primary vehicle access will be provided on Selma Avenue for both Options 1 and 2, for through access and parking. The driveways, loading area, and the additional loading area included in Option 2 are sufficient distances from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with Los Angeles Department of Transportation (LADOT) standards and approvals.

**Building Signage and Lighting.** Project signage would comply with the provisions of the Hollywood Signage Supplemental Use District, and no off-site signage is proposed as part of the Project. Wayfinding signs will be located at parking garage entrances, elevator lobbies, retail entrances, and residential entrances. In addition, any illuminated signs would be required to comply with the Hollywood Signage Supplemental Use District illumination screening regulations. The Project would include architectural lighting, lighting at entrances and exits, pedestrian lighting along the right-of-way, and interior lighting. All on-site lighting will comply with regulatory requirements, including the requirements that are set forth by CalGreen and Title 24 that stipulate the use of high performance lights with color and glare control. The Project proposes an architectural lighting feature along the balconies at Floors 2 through 6 at varying locations along Selma and Argyle Avenues. The feature would not be invasive nor affect the right-of-way or sidewalk. All on-site exterior lighting will be automatically controlled to illuminate according to the time of day or conditions. In addition, design elements will be incorporated to limit the direct view of the light source surface for all exterior light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Finally, all new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.
Open Space and On-Site Landscaping. Option 1 would provide 28,665 square feet of usable open space, while Option 2 would provide 28,785 square feet of usable open space. Common open space for both options would be comprised of 25,228 square feet of amenities and consists of a 4,731 square-foot interior courtyard located on the Level 2, and includes a pool, spa, fire pit, outdoor cooking and dining facilities, a yoga area, dog park, and seating areas, a 3,632 square-foot landscaped rear yard area on the podium level, and a 1,576 square-foot amenity terrace located on Floor 7. Both Options 1 and 2 would provide private open space in the form of balconies at each elevation totaling 11,800 square feet.

Pursuant to LAMC Section 12.21 G.2(a)(3), the Project is required to provide a minimum of 25 percent of provided common open space area, or 3,556 square feet as landscaped area, and one tree per every four units, or 69 trees. Both Options provide a total of 5,849 square feet of landscaped area, with 72 total trees. Landscaping is located on the Level 2, in an interior courtyard, and a landscaped area within the rear yard that is accessible to residents. Last, the Project provides 72 street trees located at the ground floor along Selma Avenue and Argyle Avenue.

Trash Collection. The trash areas are located in enclosed trash rooms within the building, and are not visible from the public right-of-way. Residential trash rooms are located on all seven floors. The commercial trash room is located on the ground floor adjacent to a loading area, and is also fully enclosed and not visible from the public right-of-way.

Loading Areas. The Project proposes two commercial options, Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. Two driveways currently exist on the property, one each along Argyle and Selma Avenues, which the Project proposes to reuse for the new building. Under both Options, the existing curb cut along Selma Avenue would be widened to 49 feet in width to accommodate both the primary access driveway as well as a loading dock to the west. Option 1 would remove the existing curb cut along Argyle Avenue, while Option 2 would use it as a second loading dock along Argyle Avenue to serve the grocery use. The loading space under both options is not located near a pedestrian entry or commercial entry.

In conclusion, the Project consists of a mixed-use building with off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

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

The Project proposes a new mixed-use building, including 276 dwelling units of which 13 units would be set aside for Very Low Income Households, and up to 27,000 square feet of ground floor commercial space. The Project includes two commercial space options: Option 1 would include 24,000 square feet of retail and/or restaurant space. Option 2 would include a 27,000 square-foot grocery store. In total, the Project would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a floor area ratio (FAR) of 5.4:1. The proposed uses would be located within a seven-story building with a maximum building height of 99 feet.

Option 1 would provide 28,665 square feet of open space, while Option 2 would provide 28,785 square feet of open space, comprised of a podium level outdoor amenity space
consisting of an interior courtyard, which includes a pool, spa, fire pit, outdoor cooking and
dining facilities, a yoga area, dog park, and seating areas; a 3,632 square-foot landscaped
rear yard area, accessible from the second floor, and 1,576 square-foot amenity terrace
located on the seventh floor. Interior open space would consist of a lounge, recreation
room, clubhouse, theater room, editing, and production space, at the ground floor. At the
second floor, the Project would include a yoga studio, indoor/outdoor lounge, and fitness
and wellness center as interior amenities, and an outdoor courtyard located interior to the
building, including a pool, spa, outdoor cooking facilities, fire pits, gathering space, and
landscaping that is open to the sky. The Project would also provide private open space in
the form of balconies along each elevation from Floors 2 through 7. The Project would
also include includes trash rooms at floors two through seven. Therefore, the Project
would provide recreational and service amenities for residents, and would minimize
impacts on surrounding properties.

Environmental Findings

The City of Los Angeles, as lead agency, acting through the Department of City Planning,
prepared an Environmental Impact Report (EIR), under Case No. ENV-2016-3743-EIR (State
Clearing House No. 2017081039), consisting of a Draft EIR dated April 18, 2019, and a Final EIR,
dated October 17, 2019, and an Erratum dated November 1, 2019 (Modera Argyle Project EIR).
Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code
[PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for
public agency decision-makers and the general public regarding the objectives and components
of the Project at 1546 Argyle Avenue, consisting of the demolition of a surface parking lot and six
commercial buildings totaling 61,816 square feet of floor area and the development of a new
mixed-use building, including 276 dwelling units and up to 24,000 square feet of ground floor retail
and restaurant uses. Alternatively, a 27,000 square-foot grocery store could be constructed in lieu
of the proposed retail and restaurant uses. Of the 276 dwelling units, five (5) percent of the
permitted base density, would be set aside for Very Low Income Households. In total, the Project
would contain up to 260,250 square feet of floor area on a 48,403 square-foot lot, for a FAR of
5.4:1. The proposed uses would be located within a seven-story building with a maximum building
height of 99 feet. The subject property is a 1.11-acre site located at 1546 North Argyle Avenue
and 6224 West Selma Avenue in the Hollywood area of Los Angeles (Site or Project Site).

In a Letter of Determination dated November 15, 2019, the City’s Deputy Advisory Agency (DAA)
certified the EIR; adopted the environmental findings prepared for the Project as well as a
statement of overriding considerations and a mitigation monitoring program (MMP); and approved
the Project’s Vesting Tentative Tract map (VTT). No appeals for the Project were received. A
Notice of Determination was filed on November 26, 2019 with the Los Angeles County Clerk.

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

1. Substantial changes are proposed in the project which will require major revisions of the
   previous EIR or negative declaration due to the involvement of new significant
   environmental effects or a substantial increase in the severity of previously identified
   significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is
   undertaken which will require major revisions of the previous EIR or negative declaration
due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

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

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Exhibit “B”, are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.
The project is the construction of an approximately 201,123 square-foot, mixed-use building containing 121 residential units, 125 hotel guestrooms, and 13,037 square feet of commercial/restaurant/retail space. The building will be constructed with seven (7) residential/hotel levels above one (1) level of ground floor residential and hotel lobbies and commercial uses and two (2) levels of subterranean parking. The project will provide 192 automobile parking spaces, within two (2) levels of subterranean parking, 108 long-term bicycle parking spaces, 31 short-term bicycle parking spaces, and 10,256 square feet of open space.

This item is to request that the City Council consider and decide whether the proposed project (Planning Case Number ZA-2019-1744-CU-MCUP-SPR-TOC; VTT-82618-CN) qualifies for a Sustainable Communities Project Exemption, pursuant to Public Resources Code (PRC) Section 21155.1.

PRC Section 21155.1 provides that projects are statutorily exempt from CEQA if a hearing is held by the City Council and the City Council finds, based on the whole of the administrative record, the project qualifies as a transit priority project, as defined by PRC Section 21155(b), and further meets all of the criteria set forth in PRC Section 21155.1 (a) and (b) and one of the criteria of subdivision (c). If the City Council finds, after conducting a public hearing, all of the above, then the project is declared to be a Sustainable Communities Project and shall be exempt from the California Environmental Quality Act (CEQA).

Planning has reviewed the Sustainable Communities Project Exemption (SCPE) that was prepared for the proposed project and is recommending that the City Council consider and determine that the project is exempt from CEQA pursuant to PRC Section 21155.1.
COMMISSION ACTION(S) / ZONING ADMINISTRATOR ACTION(S): (CEA’s PLEASE CONFIRM)

N/A

ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION:

In accordance with the California Environmental Quality Act (CEQA), codified at Public Resources Code (PRC) Section 21155.1, a determination that the proposed project qualifies as a sustainable communities project and a declaration that the project is statutorily exempt from CEQA.

FINAL ENTITLEMENTS NOT ADVANCING:

N/A

ITEMS APPEALED:

N/A

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ENVIRONMENTAL CLEARANCE: (CEA’s PLEASE CONFIRM)

N/A

ATTACHMENTS: (CEA’s PLEASE CONFIRM)

N/A

REVISED: (CEA’s PLEASE CONFIRM)

N/A
NOTES / INSTRUCTION(S):

Actions for the City Council:
The City of Los Angeles finds, upon a review of the entire administrative record, including the SCPE No. ENV-2019-1736-SCPE, and all comments received, that:

- The Proposed Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155(b), which by definition means that the Proposed Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG) pursuant to Public Resources Code Section 21155(a); and contains more than 50% residential; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan per PRC Section 21155(b); and
- Finds that all criteria in 21155.1(a) and (b) are met, including environmental criteria, land use criteria, and at least one criteria (affordable housing) in PRC Section 21155.1(c) are met.

Therefore, the City of Los Angeles finds that the Proposed Project qualifies as a transit priority project that is declared to be a Sustainable Communities Project and is therefore exempt from CEQA, in accordance with PRC Section 21155.1.

FISCAL IMPACT STATEMENT:

☐ Yes ☐ No

*If determination states administrative costs are recovered through fees, indicate “Yes”.

PLANNING COMMISSION:

☐ City Planning Commission (CPC) ☐ North Valley Area Planning Commission
☐ Cultural Heritage Commission (CHC) ☐ South LA Area Planning Commission
☐ Central Area Planning Commission ☐ South Valley Area Planning Commission
☐ East LA Area Planning Commission ☐ West LA Area Planning Commission
☐ Harbor Area Planning Commission

PLANNING COMMISSION HEARING DATE: COMMISSION VOTE:

TBD N/A

LAST DAY TO APPEAL: APPEALED:

N/A N/A

TRANSMITTED BY: TRANSMITTAL DATE:

Irene Gonzalez December 2, 2019
Commission Office
PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK’S OFFICE
SUPPLEMENTAL
CF 19-1533

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<th>CITY PLANNING CASE:</th>
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PROJECT ADDRESS:
623-671 South La Brea Avenue

PLANNER CONTACT INFORMATION:
Michelle Carter
TELEPHONE NUMBER: 213-978-1262
EMAIL ADDRESS: Michelle.carter@lacity.org

NOTES / INSTRUCTION(S):
Transmitting SCPE Attachment C: Phase I report

TRANSMITTED BY: Jenna Monterrosa, Council Liaison
TRANSMITTAL DATE: 12/20/19
Project Addresses: 623-671 South La Brea Avenue, Los Angeles, California 90036
Community Plan Area: Wilshire
Council District: 4 - Ryu

Project Description: The Project Site occupies approximately 47,323 square feet (1.08 acres) and is currently developed with 34,268 square feet of commercial/retail and medical office uses. The Proposed Project includes the demolition of the existing commercial buildings and the development of an 8-story mixed-use building with a height of approximately 101 feet and 10 inches in height at the top of the roof parapet (122 feet to the top of the rooftop mechanical equipment and structures), with 121 residential dwelling units, 125 hotel rooms, and approximately 13,037 square feet of restaurant space (“Proposed Project”). Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. The Proposed Project would provide 192 vehicle parking spaces within two subterranean levels. The Project would also provide 139 bicycle parking spaces (including 108 long-term spaces and 31 short-term spaces). The Proposed Project would provide approximately 10,256 square feet of open space. The Proposed Project would include 201,123 square feet of total floor area resulting in a floor area ratio (FAR) of 4.25:1.
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Attachment E ................................................................. Historic Resource Assessment Report and Impact Analysis
Attachment F.1 .................................................................. Energy Reduction Report
Attachment F.2 .................................................................. Total Water Use Reduction Report
1.0 Project Description

1.1 Project Location

The Project Site is located at 623-671 South La Brea Avenue in the City of Los Angeles, California and is comprised of twelve contiguous parcels legally described as Lot 38 through Lot 48, and a portion of Lot 49, of Tract 5273. The lots total approximately 47,323 square feet or 1.08 acres. The Project Site is located within the boundaries of the Wilshire Community Plan area. The Project Site’s location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map.

1.2 Existing Conditions

The Project Site is located in the C2-1 zone. The General Plan land use designation for the Project Site is General Commercial. Figure 2, Zoning and General Plan Land Use Designations, shows the existing zoning and land use designations on the Project Site and in the surrounding area. The Project Site fronts approximately 451 feet along the west side of South La Brea Avenue and is currently developed with five buildings consisting of two vacant building and three occupied buildings. The occupied buildings include a fabric shop, a printing shop, and an urgent care/medical office use. Based on Los Angeles County Assessor data, the existing site is developed with approximately 34,268 square feet of building area. An aerial photograph identifying the Project Site and its surrounding land uses is depicted in Figure 3. Photographs of the Project Site and the surrounding land use shown in Figure 4 and Figure 5, respectively. The Project Site’s property addresses, APN and land uses are summarized in Table 1, Summary of the Project Site Area.

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<td>665, 667, 669 and 671 South La Brea Avenue</td>
<td>5508007901</td>
<td>Area Currently Fenced and Under Construction (MTA Wilshire and La Brea Station)</td>
</tr>
</tbody>
</table>

Figure II-2
Zoning and General Plan Land Use Designations

Source: ZIMAS, City of Los Angeles, Department of City Planning, 2016
Figure II-3
Aerial Photograph of the Project Vicinity

Source: Google Earth, Aerial View, 2016
View 1: From the west side of La Brea Avenue, looking south at the Project Site.

View 2: From the east side of La Brea Avenue, looking southwest at the Project Site.

View 3: From the east side of La Brea Avenue, looking northwest at the Project Site.

View 4: From the east side of La Brea Avenue, looking southwest at the Project Site.

View 5: From the east side of La Brea Avenue, looking southwest at the Project Site.

Source: Parker Environmental Consultants, 2017

Figure II-4
Photographs of the Project Site
Views 1-5
View 6: From the west side of S. Detroit Street, looking northeast at the properties to the west of the Project Site.

View 7: From the east side of La Brea Avenue, looking southwest at the construction of a Metro Purple Line station.

View 8: From the west side of La Brea Avenue, looking southeast at the properties to the east of the Project Site.

View 9: From the northwest corner of the intersection of La Brea Avenue and Wilshire Boulevard, looking northeast at properties to the east of the Project Site.

View 10: From the east side of La Brea Avenue, looking northwest at properties to the north of the Project Site.

Source: Parker Environmental Consultants, 2017
Abutting the Project Site to the south is the Wilshire/La Brea Purple Line Metro Station that is currently under construction. The rear of the Property adjoins a public alley that intersects West 6th Street to the north and curves east onto La Brea Avenue south of the Property. Land uses to the west, across the alley include 3, 4 and 5-story residential buildings. The land uses to the north include surface parking, a retail business and a gas station. Land uses to the east, across South La Brea include commercial retail uses, a building occupied by telecommunications equipment, and surface parking.

1.3 Proposed Project Description

The Proposed Project would include the demolition of the existing buildings and surface parking on the Project Site and the construction and operation of an 8-story mixed-use building with a height of approximately 101 feet and 10 inches in height at the top of the roof parapet (122 feet to the top of the rooftop mechanical equipment and structures), with 121 residential dwelling units, approximately 125 hotel rooms, and approximately 13,037 square feet of restaurant space ("Proposed Project"). Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. The Proposed Project would provide 192 vehicle parking spaces in two subterranean levels with a 40% reduction in code-required parking for the commercial uses pursuant to the TOC Guidelines. The Project would also provide 139 bicycle parking spaces (including 108 long-term spaces and 31 short-term spaces) pursuant to the Bicycle Ordinance. The Proposed Project would provide approximately 10,256 square feet of open space and amenity areas with a 25% reduction in required open space pursuant to LAMC Section 12.22.A.25(g)(2). The Proposed Project would include 201,123 square feet of total floor area resulting in a floor area ratio (FAR) of 4.25:1. A summary of the Proposed Project is provided in Table 2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 6, Plot Plan. The floor plans are illustrated in Figure 7 through Figure 10.

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Proposed Units</th>
<th>Proposed Floor Area (Square Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Multi-Family Residential</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-Bedroom</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>2-Bedroom</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>3-Bedroom</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Multi-family Residential:</strong></td>
<td>121 du</td>
<td>130,138 sf</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td>125 guest rooms</td>
<td>57,948 sf</td>
</tr>
<tr>
<td>Restaurant</td>
<td>--</td>
<td>13,037 sf</td>
</tr>
<tr>
<td><strong>Subtotal Commercial:</strong></td>
<td>--</td>
<td>70,985</td>
</tr>
<tr>
<td><strong>TOTAL FLOOR AREA</strong></td>
<td></td>
<td>201,123 sf</td>
</tr>
</tbody>
</table>

* Includes amenity space and common circulation areas.

---

1. Lot 49 is currently being occupied and used by Metro as construction lay down space in conjunction with the Metro Purple Line Station, which such use is expected to continue until at least 2023. The proposed tract map will consolidate lots 38 through 48 and a portion of lot 49 into Lot 1 (proposed Project Site) and the remaining portion of lot 49 (comprising approximately 4,616 square feet) will become Lot 2. The proposed floor area and number of dwelling units and guest rooms is based on the lot area of Lot 1 only, which is 47,232 square feet in size (and 51,866 square feet in size including half the alley). The applicant has not developed any plans for future development of Lot 2. Any potential future programming on Lot 2 following completion of the Metro Purple Line Station, is not a part of the Proposed Project and is not envisioned at this time. Review of such uncertain future development would be speculative.
PLOT PLAN LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- AREA TAKEN BY EMINENT DOMAIN
- TEMPORARY CONSTRUCTION EASEMENT


Figure II-6
Plot Plan
LEVEL P1 PLAN

LEVEL P2 PLAN

LEVEL P3 PLAN


Figure II-8
Ground Floor and 2nd Floor Plans
Figure II-9
3rd Floor through 6th Floor Plans

Vesting Tentative Tract Map

The proposed Vesting Tentative Tract Map No. 82618 occupies approximately 51,939 square feet of lot area, and includes lots 38 through 49 of Tract No.5273 Map Book 55-52 in the City of Los Angeles, County of Los Angeles, CA. The proposed tract map will consolidate lots 38 through 48 and a portion of lot 49 into Lot 1 (proposed Project Site) and the remaining portion of lot 49 will become Lot 2. The proposed floor area and number of dwelling units and guest rooms is based on the lot area of Lot 1 only, which is 47,232 square feet in size (and 51,866 square feet in size including half the alley). Lot 2 is comprised of 4,616 square feet and is not used for the purposes of density and floor area.

Residential Uses

As shown in Table 2, above, the Proposed Project would include a maximum of 121 dwelling units with approximately 130,138 square feet of residential floor area (including circulation and amenity areas). The unit mix includes 70 one-bedroom units, 45 two-bedroom units, and 6 three-bedroom units. Of the 121 proposed residential units, 11 percent of the units (14 units) would be reserved at the “extremely low income” level. The dwelling units would be located on levels two through five. No residential units would be located on the ground level. Since the Proposed Project would provide a minimum number of on-site restricted affordable housing units, it is considered an “Eligible Housing Development” which would allow the Proposed Project base incentives and additional incentives per the TOC Guidelines.

Commercial Uses

The Proposed Project would include 125 guest rooms with approximately 57,948 square feet of hotel floor area. The Proposed Project would include a total of approximately 13,037 square feet of restaurant space that would front La Brea Avenue.

Floor Area

The Project Site includes a gross lot area of 47,323 square feet. Development on the Project Site is limited to a floor area ratio of 1.5:1 based on existing zoning. Per the TOC Guidelines, the Proposed Project is allowed an additional increase in residential FAR to 4.25:1 for a Tier 4 project located in a commercial zone. The Proposed Project would include 130,139 square feet of residential space and 70,985 square feet of commercial space. As such, the Proposed Project includes a total of approximately 201,123 square feet of floor area, resulting in a FAR of 4.25:1.

Density

Under its zoning designation, residential uses proposed on a C2 zone shall be in compliance with the density regulations of the R4 Zone. As such, the minimum lot area per dwelling unit is 400 square feet and the minimum lot area per guest room is 200 square feet. Pursuant to LAMC Section 12.22.C.16, the area of one-half of the alley may be included for purposes of calculating density. With the addition of the area of one-half of the alley, the total area for the density calculation is 51,866 square feet. Therefore, a base density of 130 dwelling units and 259 hotel guest rooms are allowed for the Project Site. The Proposed Project proposes a total of 121 dwelling units and 125 guest rooms.

Height

As stated previously, the Project Site is located in Height District 1, which has no height limitation but limits development by FAR, which is described above. The proposed eight-story building is planned for a roof height of 101 feet and 10 inches above grade, and a maximum height of 122 feet to the top of the rooftop mechanical equipment and structures. The Proposed Project’s building sections and elevations are provided in Figure 11 through 14.

Figure II-11
11th Floor through 14th Floor Plans
Figure II-12
North and South Elevations

Figure II-13
East Elevation

NOTES

1. STUCCO
2. MTL PANEL
3. METAL FIN
4. DECORATIVE METAL SPANDREL
5. GLASS RAILING
6. PRECAST CONCRETE (CHARCOAL)
7. CABLE RAIL
8. WALL SIGN


Figure II-14
West Elevation
Setbacks

Pursuant to LAMC Section 12.14.C, no front, side, or rear yard setbacks are required in the C2 Zone for commercial developments. For residential uses in the C2 zone, side yards and rear yards conforming to the requirements of the R4 Zone shall be provided and maintained at the floor level of the first story used in whole or in part for residential purposes. Pursuant to the TOC Guidelines, eligible housing developments located in any commercial zone may utilize any or all of the yard requirements for the RAS3 zone per LAMC Section 12.10.5. As such, five-foot side yard setbacks and a 15-foot rear yard setback are proposed for the Proposed Project, consistent with the RAS3 zone requirements pursuant to the LAMC and TOC Guidelines.

Open Space

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 3, Summary of Required and Proposed Open Space Areas, below. The Proposed Project would be required to provide 13,675 square feet of open space. Per the TOC Guidelines, the Proposed Project would be allowed a 25 percent reduction in required open space for a Tier 4 development. As such, the Proposed Project would be required to provide 10,256 square feet of open space. The Proposed Project would provide approximately 10,256 square feet of open space in the form of common space, recreation rooms, and private open space. The Proposed Project would be required to provide a minimum of one tree per every four units for a total of 31 required trees on-site. The Proposed Project would provide a minimum of 31 trees on-site. The Proposed Project’s composite landscape plan is provided as Figure 15.

Table 3
Summary of Required and Proposed Open Space Areas

<table>
<thead>
<tr>
<th>LAMC Open Space Requirements</th>
<th>Dwelling Units</th>
<th>Required Open Space (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 3 Habitable Rooms (100 sf/du)</td>
<td>70</td>
<td>7,000</td>
</tr>
<tr>
<td>Equal to 3 Habitable Rooms (125 sf/du)</td>
<td>45</td>
<td>5,625</td>
</tr>
<tr>
<td>More than 3 Habitable Rooms (175 sf/du)</td>
<td>6</td>
<td>1,050</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td><strong>121</strong></td>
<td><strong>13,675</strong></td>
</tr>
<tr>
<td>Reduction allowed per TOC Guidelines (25%):</td>
<td></td>
<td>-3,419</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td><strong>10,256</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Open Space Area</th>
<th>Proposed Open Space (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Common Space</td>
<td>2,564</td>
</tr>
<tr>
<td>Recreation Rooms</td>
<td>2,542</td>
</tr>
<tr>
<td>Private Balconies</td>
<td>5,150</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>10,256 sf</strong></td>
</tr>
</tbody>
</table>

Notes: du = dwelling unit; sf = square feet

a. Includes one-bedroom units.
b. Includes two-bedroom units.
c. Includes three-bedroom units.
d. As an additional incentive pursuant to the TOC Guidelines for Tier 4, the Proposed Project would be requesting a 25% decrease in required open space.

Figure II-15
Longitudinal Building Section

Parking

Pursuant to the TOC Guidelines, the Proposed Project would be allowed to utilize the residential parking requirement of providing no parking spaces for an Eligible Housing Development in a Tier 4 area. As such, the Proposed Project would require no vehicle parking spaces for the residential dwelling units. The parking ratio for the Proposed Project’s hotel use is based on LAMC Section 12.21.A.4(b), which requires one (1) parking space for each guest room or suite for the first 20 guest rooms, one (1) additional parking space for every two guest rooms or suites of rooms in excess of 20 but not exceeding 40 guest rooms, and one (1) additional parking space for every three guest rooms or suites of rooms in excess of 40 guest rooms.

Additionally, pursuant to LAMC Section 12.21.A.4.(c), there shall be at least one automobile parking space for each 100 square feet of restaurant space. Pursuant to the TOC Guidelines, the Proposed Project would be allowed to utilize the non-residential parking reduction of 40 percent, which requires 82 parking spaces for the restaurant space. Therefore, the Proposed Project would be required to provide a total of 149 vehicle parking spaces for the residential, hotel, and restaurant uses. The Proposed Project would provide a total of 192 parking spaces (43 residential spaces, 67 hotel spaces, and 82 restaurant spaces) within the parking garage. Therefore, as summarized in Table 4, the Proposed Project would be consistent with the applicable parking requirements.

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Parking Required</th>
<th>Parking Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td>Rate</td>
<td>Spaces</td>
</tr>
<tr>
<td>TOC Tier 4 Project</td>
<td>121 du</td>
<td>0 a</td>
<td>0</td>
</tr>
<tr>
<td><strong>Subtotal Residential</strong></td>
<td></td>
<td><strong>0</strong></td>
<td><strong>43</strong></td>
</tr>
<tr>
<td>Hotel b</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 – 30 Guest Rooms</td>
<td>30 guest rooms</td>
<td>1 per guest room</td>
<td>30</td>
</tr>
<tr>
<td>31 – 60 Guest Rooms</td>
<td>30 guest rooms</td>
<td>1 per 2 guest rooms</td>
<td>15</td>
</tr>
<tr>
<td>&gt; 60 Guest Rooms</td>
<td>66 guest rooms</td>
<td>1 per 3 guest rooms</td>
<td>22</td>
</tr>
<tr>
<td><strong>Subtotal Hotel</strong></td>
<td></td>
<td><strong>67</strong></td>
<td><strong>67</strong></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>13,037 sf</td>
<td>1 per 100 sf d</td>
<td>136</td>
</tr>
<tr>
<td>TOC Tier 4 Reduction (40%)</td>
<td>- 54</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Commercial</strong></td>
<td></td>
<td><strong>82</strong></td>
<td><strong>82</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>149</strong></td>
<td><strong>192</strong></td>
</tr>
</tbody>
</table>

Notes:
- du = dwelling unit, sf = square feet
- a For Residential Use: no parking spaces required for a Tier 4 Eligible Housing Development.
- b For Hotel Use: LAMC Section 12.21.A.4(b).
- c The Applicant is requesting an additional 20% reduction in required hotel parking spaces.
- d For Commercial Use: Developments within the State Enterprise Zoning District required to provide 2 parking space for every 1,000 sf of commercial uses. (LAMC Section 12.21A4(x)(3).


The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table 5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC for bicycle parking spaces in providing 139 total short- and long-term spaces on-site. In the event the number of dwelling units is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.
Table 5
Summary of Required and Proposed Bicycle Parking Spaces

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Parking Required</th>
<th>Total Spaces Required</th>
<th>Total Spaces Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Short Term</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>Residential b,c</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units 1-25</td>
<td>25</td>
<td>3</td>
<td>25</td>
<td>28</td>
</tr>
<tr>
<td>Units 26-100</td>
<td>75</td>
<td>5</td>
<td>50</td>
<td>55</td>
</tr>
<tr>
<td>Units 101-200</td>
<td>21</td>
<td>1</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>Subtotal Residential:</td>
<td></td>
<td></td>
<td></td>
<td>95</td>
</tr>
<tr>
<td>Hotel d</td>
<td>125 rooms</td>
<td>13</td>
<td>13</td>
<td>26</td>
</tr>
<tr>
<td>Commercial e</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>13,037 sf</td>
<td>9</td>
<td>9</td>
<td>18</td>
</tr>
<tr>
<td>TOTAL:</td>
<td></td>
<td>31</td>
<td>108</td>
<td>139</td>
</tr>
</tbody>
</table>

Notes:
- du = dwelling unit, sf = square feet
- Short-term bicycle rates for residential uses are as follows: 1 space per 10 units for first 25 units; 1 space per 15 units for units 26-100; and 1 space per 20 units for units 101-200.
- Long-term bicycle rates for residential units are as follows: 1 space per unit for first 25 units; 1 space per 1.5 units for units 26-100; and 1 space per 2 units for units 101-200.
- All hotels shall provide both short- and long-term bicycle parking at a rate of one space per 10 guest rooms.
- Commercial uses including retail shall provide both short- and long-term parking at a rate of one space per 2,000 sf.


Design and Architecture

Figure 16 illustrates the Proposed Project’s architectural renderings. The Proposed Project would be constructed to incorporate environmentally sustainable building features and construction protocols that meet and exceed the requirements of the Los Angeles Green Building Code. The Proposed Project would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high performance building envelopment. The building would also be designed to accommodate solar photovoltaic panels and on-site electric vehicle chargers. Additionally, other sustainability elements integrated within the Project may include:

- Use of natural ventilation and daylighting throughout the Project to reduce the load and size of electrical and mechanical systems;
- Use of drought resistant planting and grasses to reduce irrigation water use by more than 50%;
- Transportation Demand Management program;
- Re-use of existing commercial land;
- On-site amenities to reduce off-site transportation demand during the day, such as food service, retail shops, and a gym;
- Energy-efficient site lighting and design to meet the Illuminating Engineering Society of North America (IESNA) lighting density and control standards for minimizing light pollution;
- Floor plate layout and modeling of glazing systems that are conducive to daylighting strategies;
- Building systems designed to avoid the use of heating, refrigeration, and fire suppression systems that include chlorofluorocarbons or halon compounds;
- Energy efficient building envelope design, including high performance glazing, cool roof and green roof, and optimized insulation levels;
- Energy efficient lighting and HVAC equipment;
1.4 Discretionary Requests

The City of Los Angeles has the principal responsibility for approving the Proposed Project. Approvals required for development of the Proposed Project may include, but not limited to, the following:

- Vesting Tentative Tract Map, VTT-82618, pursuant to LAMC Section 17.03 to permit the subdivision of the Subject Property.
- A Transit Oriented Communities (TOC) project pursuant to LAMC Section 12.22.A.31 to permit a Housing Development Project dedicating 11% of total density for units restricted to Extremely Low Income Households in exchange for base incentives permitted by the TOC program and the additional incentives below:
  - An Additional TOC Incentive pursuant to LAMC Section 12.22.A.25(g)(2) to permit RAS3 setbacks in lieu of the setbacks otherwise required in the C2 zone;
  - An Additional TOC Incentive pursuant to LAMC Section 12.22.A.25(g)(2) to permit a 25% reduction in required open space.
- Master Conditional Use Permit pursuant to LAMC Section 12.24 W.1 to permit the sale and dispensing of alcohol on-site; and
- A Conditional Use Permit pursuant to LAMC Section 12.24.W.24 to permit a hotel within 500-feet of a residentially zoned property; and
- Site Plan Review pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a project with more than 50 dwelling units.

Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project, including certificates, permits to remove on-site and off-site trees, demolition permits, haul route approval, grading and associated building permits.
Figure II-16
Transverse Building Section

2.0 Sustainable Communities Strategy Criteria

2.1 Sustainable Communities Strategy – Public Resources Code (PRC) § 21155

PRC § 21155(a). Consistency with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.

Consistent. The Property is zoned C2-1 and designated for General Commercial land uses by the Wilshire Community Plan, which include restaurant, hotel, and multi-family residential. The Proposed Project is subject to the design regulations of the LAMC and allowed Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) incentives, where applicable. Pursuant to Section 12.17.1 of the LAMC, the zoning permits density equivalent to the R4 Zone at a ratio equivalent to one dwelling unit per 400 square feet of land area, allowing up to 130 dwelling units. Additionally, guest rooms are allowed at a ratio equivalent to one guest room per 200 square feet of land area, allowing up to 259 guest rooms. The Proposed Project would include 121 dwelling units and 125 hotel guest rooms. Yards shall be provided in accordance with the RAS3 Zone, pursuant to the TOC Guidelines. The Project Site is designated as Height District 1 in the C2 Zone, which permits unlimited height and a base Floor Area Ratio (FAR) of 1.5:1. The Project Site is located within Tier 4 of the City’s TOC program, which permits a residential FAR of 4.25:1 in Commercial Zones. The Proposed Project would be consistent with the required open space, vehicle parking, and bicycle parking requirements of the LAMC with applicable TOC Guidelines reductions. The Proposed Project complies with all applicable provisions of LAMC Section 12.22.A.31 and the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (added by Ordinance No. 184,745).

The Project is consistent with the general land use designation, density, and building intensity in the Southern California Association of Government’s (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use types into 35 “place types,” and then classified sub-regions into one of three land use development categories: Urban, Compact, or Standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. (SCAG, 2016 RTP/SCS, p. 20-21.)

SCAG’s 2016-2040 RTP/SCS growth strategy defines various urban footprint place types (SCAG, 2016-2040 RTP/SCS Appendix: SCS Background Documentation (at page 90), “Place Types Categorized into Land Development Categories (LDCs)”); SCAG 2016-2040 RTP/SCS Appendix: SCS Background Documentation (at page 90), “Urban Footprint—Place Types Summary,” (at pages 1-2). The Project is consistent with the Town Mixed-Use place types within the “Compact” Land Development Category. Each category is briefly described and a Project summary illustrating general consistency with these categories is provided below.

- Town Mixed-Use areas are walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured, above or below ground. The typical land use mix for this place type is approximately 26 percent residential, 20 percent employment, 29 percent mixed use, and
25 percent open space/civic. The residential mix is 100 percent multi-family. The average total net Floor Area Ratio (FAR) is 1.9:1 and the gross density ranges from 7 to 35 households per acre (SCAG, 2016-2040 RTP/SCS Appendix: SCS Background Documentation, p. 90, “Urban Footprint—Place Types Summary.”

Based on Exhibit 5 and Exhibit 6 of SCAG’s SCS Background Documentation, the Project Site and surrounding area are within the “Compact” Land Development Category (SCAG, 2016-2040 RTP/SCS Appendix: SCS Background Documentation, p. 10-11). The 2016-2040 RTP/SCS provides the following definition for the “Compact” Land Development Category:

**Compact.** These areas are less dense than those in the Urban Land Development Category, but they are highly walkable with a rich mix of retail, commercial, residential and civic uses. These areas are most likely to occur as new growth on the urban edge, or as large-scale redevelopment. They have a rich mix of housing, from multifamily and attached single-family (townhome) to small- and medium lot single-family homes. These areas are well served by regional and local transit service, but they may not benefit from as much service as urban growth areas and are less likely to occur around major multimodal hubs. Streets in these areas are well connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached by walking, biking, taking transit, or with a short auto trip. (SCAG, 2016-2040 RTP/SCS, at page 20.)

As described above, the Proposed Project would include the development of a Tier 4 TOC Project with 121 residential dwelling units, 125 hotel rooms, and approximately 13,037 square feet of restaurant space. The Proposed Project would include 201,123 square feet of total floor area resulting in a floor area ratio (FAR) of 4.25:1. The Proposed Project’s average residential density is 112 units per acre. Thus, the Project is consistent with the SCAG “Urban” Land Use Designation, as well as the associated density and building intensity assumptions in SCAG’s 2016-2040 RTP/SCS. Furthermore, the Proposed Project is consistent with the applicable goals and policies in the 2016 RTP/SCS, as outlined in Attachment B. As such, the Project is consistent with this criterion.

**PRC § 21155(b).** To be considered a Transit Priority Project (TPP) as defined by §21155(b), the project must meet all of the following criteria. A TPP shall:

1) Contain at least 50 percent residential use, based on total building square footage and, if the project contain between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

**Consistent.** The Proposed Project includes the development of a mixed-use development with residential, hotel and commercial restaurant land uses. The Proposed Project would include a total of 201,123 square feet of floor area resulting in a floor area ratio (FAR) of 4.25:1. The breakdown of area by land use is as follows:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Square Feet</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>130,138 sf</td>
<td>65 %</td>
</tr>
<tr>
<td>Hotel</td>
<td>57,344 sf</td>
<td>28 %</td>
</tr>
<tr>
<td>Restaurant</td>
<td>13,037 sf</td>
<td>6 %</td>
</tr>
</tbody>
</table>
Based on the above calculations, nonresidential floor area accounts for approximately 34% of the total floor area, however the Proposed Project has an FAR in excess of 0.75, therefore the Proposed Project meets the criteria in PRC Section 21155(b).

2) Provide a minimum net density of at least 20 units per acre;

Consistent. The Proposed Project would include 121 residential dwelling units on a 47,323 square foot (1.08 acre) Project Site. The Proposed Project’s average residential density is 112 units per acre. Therefore, the Proposed project would be consistent with this criterion.

3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area further than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

Consistent. The Project Site is designated as a Transit Priority Area and is within ¼-mile (walking distance) of major transit stops at the intersection of La Brea Avenue/6th Street (approximately 150 feet south of the Project Site) and Wilshire Boulevard/La Brea Avenue (approximately 220 feet north of the Project Site). La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during commute peak hours, including Metro lines: 20, 212, and 720. Additionally, a Metro Purple Line railway station is currently under construction, immediately adjacent to the south of the Project Site, at the intersection of Wilshire Boulevard and La Brea Avenue. Therefore, the Proposed Project is located within ¼-mile of a high-quality transit corridor and the future Wilshire Boulevard and La Brea Avenue Metro Purple Line station.

PRC § 21155.1(a). The transit priority project complies with all of the following environmental criteria:

1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

Consistent. The Project Site is located within a highly urbanized area in the City of Los Angeles and is adequately serviced by the LADWP (water and electricity), the Bureau of Sanitation (sewer), natural gas (Southern California Gas Company), and telecommunications (cable and internet). The Project Site is currently developed with commercial and office land uses and is adequately served by the existing utility infrastructure. Thus, development of the Proposed Project would not require the extension of utilities or roads to accommodate the proposed development.

The Parks Dedication and Fee Update Ordinance (Park Fee Ordinance), Ordinance No. 184,505 (effective January 11, 2017) established a new citywide park fee and applies to all new residential dwelling units and joint living and work quarters, except affordable housing units and secondary dwelling units in single-family zones. The Park Fee Ordinance states that residential subdivision projects consisting of more than 50 residential units are subject to a Quimby in-lieu fee. The Park Fee Ordinance also establishes fees for non-subdivision projects, which applies to the Project. The Proposed Project would be required to demonstrate compliance with the Park Fee Ordinance prior to issuance of a certificate of occupancy.
Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The LAUSD Developer Fee Justification Study, recently updated in 2018, demonstrates that the LAUSD requires the full statutory impact fee to accommodate student impacts from development activity, to be consistent with Section 17620 of the California Education Code. The Proposed Project would be required to demonstrate proof of payment to the LAUSD prior to issuance of a certificate of occupancy.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 at seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, “wetlands” has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) “Riparian areas” means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine marine shorelines.

(ii) “Wildlife habitat” means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of “significant value” includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

**Consistent.** The Project Site is located in a heavily urbanized area of in the City of Los Angeles. The Project Site is entirely developed with commercial and medical office land uses with impermeable surfaces and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Due to the highly urbanized surroundings,
there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Thus, the Proposed Project would not interfere with the movement of any residents or migratory fish or wildlife.

The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Vegetation on the Project Site is limited to six trees (*Ficus* sp. and *Podocarpus* sp.) located in the public right-of-way fronting the Project Site along La Brea Avenue and one tree that is in the parkway adjacent to the Project Site (See Tree Report, Attachment B). None of these seven trees are protected native trees as defined by Article 6, Sec. 46.01 of the LAMC. Four mature trees will be removed and will be replaced at a 1:1 ratio with a suitable street tree. Removal of trees in the public right-of-way requires approval by the Board of Public Works. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Additionally, the Proposed Project would comply with applicable regulatory compliance measures regarding non-protected tree removal and the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13) to ensure that the removal of the four mature non-protected street trees would result in a less than significant impact. Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory non-game birds (as listed under the Federal MBTA). With compliance with applicable regulatory compliance measures regarding non-protected tree removal and habitat modification, the Proposed Project would not harm any habitat of significant value.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

**Consistent**, Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on the DTSC EnviroStor database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or clean-up problems.

Additionally, a Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project Site, by Partner Engineering and Science, Inc., dated November 27, 2018 (Attachment C, Phase I Environmental Site Assessment). The purpose of the Phase I ESA was to identify existing or potential Recognized Environmental Condition (RECs) in connection with the Project Site. The Phase I ESA identified the Project Site as a Facility and Manifest Data (HAZNET) and Recovery Act - Large Quantity Generator (RCRA-LQG) site in the regulatory database records search in connection with operations at the Project Site. The property at 665 S. La Brea Avenue is listed as a HAZNET site. A waste inventory includes off-specification aged or surplus organics, and laboratory waste chemicals. The generated waste disposal method is reported as stored, bulked and/or transferred offsite. No additional information regarding this listing was available in the regulatory database report. Based on the nature of the operations and the lack of documented release or violation, this listing is not expected to represent
a significant environmental concern. The property at 647 S. La Brea Avenue is listed as a RCRA-LQG site. This listing appears to correspond to a manhole containing telephone equipment located adjacent to the Project Site and not a former on-site tenant within the Project Site at 637 S. La Brea Avenue. Based on the current regulatory status and lack of a reported release, this listing is not expected to represent a significant environmental concern to the Project Site. Therefore, based on the nature of operations, regulatory status, and the lack of a reported release or violation, these listings do not represent a significant environmental concern.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

Consistent. A Phase I Environmental Site Assessment (Phase I ESA), prepared for the Project Site, identified the Project Site as a HAZNET and RCRA-LQG site in the regulatory database records search in connection with operations at the Project Site. Based on the nature of operations, regulatory status, and the lack of reported releases or violations, these listings on-site do not represent a significant environmental concern.

A records and database search of the surrounding properties found the property to the south of the Project Site, at 5323 Wilshire Boulevard, listed as an EDR Hist Auto site. The property located to the east of the Project Site, at 666 South La Brea Avenue, was identified as a UST, SWEEPS UST, CA FID UST, RCRA-SQG, FINDS, EMI, HAZNET, ECHO, and EDR Hist Auto site. The properties to the north of the Project Site, at 619 and 621 South La Brea Avenue were found as a RCRA-SQG, FINDS, ECHO, and US EDR Historical Cleaners site. The Phase I ESA found that no reported releases have occurred at any of the aforementioned properties. Based on the regulatory statuses, these surrounding sites are not expected to represent a significant environmental concern to the Project Site.

The Phase I ESA identified one site of concern: the property approximately 300 feet north of the Project Site at 5436 West 6th Street. This property reported a release of gasoline in 2007, which reportedly impacted groundwater. This facility since received regulatory closure as of July 5, 2016. Since the Proposed Project would include subterranean levels, it is likely that groundwater would be encountered during redevelopment activities. Based on the close proximity of the leaking underground storage tank (LUST) site to the north of the Project Site, the Phase I ESA recommends a dewatering and groundwater management plan to be implemented prior to the redevelopment of the Project Site. Compounds of concern were present in the groundwater beneath the Project Site at concentrations, which would prohibit direct discharge into the storm drain system, and treatment and confirmation sampling would likely be required for any effluent generated at the Project Site. The Proposed Project shall implement a dewatering and groundwater management plan and treat and confirm sampling of any effluent generated at the Project Site during construction.
The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

**Consistent.** The Project Site consists of a medical office building, a print shop, and fabric store. Generally, properties eligible for listing in the National Register are at least 50 years old. The California Office of Historic Preservation generally recommends an evaluation of buildings and structures older than 45 years of age by professionals meeting the Secretary of the Interior Standards Professional Qualifications for Architectural History and Archeology. According to ZIMAS, the existing buildings located at 627, 631, 635, 639, 659 and 665 La Brea Avenue were built in 1924, 1928, 1929, 1931 and 1929, respectively. In January 2015, the City of Los Angeles Department of City Planning, Office of Historic Resources, completed the Historic Resources Survey Report for the Wilshire Community Plan Area, which included a broad survey of the Community Plan Area that included the Project Site. Neither the City of Los Angeles Zoning Information and Map Access System (ZIMAS), nor the Survey LA Findings for the Wilshire Community Plan Area identify the existing buildings on the Project Site as historic or potentially historic resources.

Based on a site-specific historic resources records search conducted by the South Coastal Information Center (SCCIC) (See Appendix C to this SPCE), it was confirmed that none of the existing buildings on the Project Site are identified as historic or potentially historic resources on any of the following resource databases: the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM). As such, the development of the Proposed Project would not result in a substantial adverse change to a historical resource pursuant to Section 21084.1 of the CEQA Guidelines.

In furtherance of this assessment, the Applicant retained Historic Resources Group to prepare a historic impact assessment of the existing buildings on the Project Site and adjacent to the site to determine whether the Proposed Project would have the potential to result in impacts to historic resources. The HRG analysis concluded that the five commercial buildings and multiple surface parking lots on the Project Site were not identified as potential historical resources during that study, either individually or as part of a potential historic district. They are re-evaluated in this report based on an observation of existing conditions, primary and secondary source research related to the history of the properties, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. A site visit was conducted on November 19, 2018. Based on this analysis, HRG concluded that the commercial buildings and surface parking lots on the Project Site are not eligible for historic designation at the federal, state, or local levels. Therefore, there are no potential impacts to historical resources on the Project Site as defined by the California Environmental Quality Act (CEQA). The Historic Resources Assessment is included in Attachment E.

The transit priority project site is not subject to any of the following:

- **(A)** A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
**Consistent.** The Project Site is located in an urbanized area of Wilshire community in the City of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. According to ZIMAS, the Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, the Project Site is not subject to wildland fires.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

**Consistent.** The Project Site consists of a medical office building, a print shop, and fabric store. These types of land uses are not typical operations associated with high risk of fire or explosions. Additionally, the Project Site is surrounded by commercial, retail, residential, and office land uses. These uses are also not typical operations associated with high risk of fire or explosions, such as industrial or warehousing facilities. According to the DOGGR map, the Project Site is located within an immediate vicinity of an oil field. Due to the close proximity of significant oil production areas, the Project Site has been identified by the Los Angeles Department of Building and Safety (LADBS) as part of a “Methane Buffer Zone: Methane Buffer Zone sites include sites immediately surrounding gas sources where testing and mitigation are required by the LADBS. As such, prior to the issuance of a building permit, the Project Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level, which would prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer’s design recommendations subject to DOGGR, LADBS and LAFD plan review and approval. Therefore, with proper design and approval, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

**Consistent.** As discussed above, the Phase I ESA found no reported releases of hazardous materials have occurred from the surrounding properties, with one exception. The Phase I ESA identified one site of concern: the property approximately 300 feet north of the Project Site at 5436 West 6th Street. This property reported a release of gasoline in 2007, which reportedly impacted groundwater. Therefore, the Proposed Project shall implement a dewatering and groundwater management plan and treat and confirm sampling of any effluent generated at the Project Site during construction.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

**Consistent.** According to ZIMAS, there are no mapped active faults that cross through or project toward the Project Site, and the Project Site is not within an Alquist-Priolo Special Study Fault Zone area. The nearest fault is the Puente Hills Blind Thrust, located approximately 2.5 miles from the Project Site. The Project Site is located within the seismically active area of Southern California and there is a high potential for the Project Site to experience strong ground shaking from local and regional faults. These hazards and their potential impact can be relieved with proper seismic design. The intensity of ground shaking is highly dependent upon the distance of the fault to the Project Site, the magnitude of the earthquake, and the underlying soil conditions. As with any...
new proposed development, the Proposed Project would be required to adhere to current engineering standards, the seismic safety requirements set forth in the Earthquake Regulation of the City of Los Angeles Building Code, the Los Angeles Municipal Code, and design recommendations set forth in the Geotechnical Report as well as the recommendations provided in the final design-level geotechnical report that will be required by the City’s Department of Building and Safety prior to the issuance of the Proposed Project’s grading and building permits to ensure that the proposed structure may withstand typical seismic ground shaking and seismically induced settlement.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

Consistent. The Project Site is not within an area identified as susceptible to landslides according to the City of Los Angeles Safety Element (See Exhibit C of the Safety Element) and ZIMAS. Additionally, the Project Site is not located in the zone of required investigation for landsliding based on the seismic hazard zone map for the Hollywood 7.5-Minute Quadrangle (CGS, 2017). Furthermore, the Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA’s Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain and located within an area of minimal flooding. Therefore, the Proposed Project would have a low risk for landsliding and flooding.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, “developed open space” includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

Consistent. The Project Site is entirely developed with commercial and medical office land uses with impermeable surfaces and does not contain any developed open space with any public, recreational amenities. Therefore, the Project Site does not support any developed open space. Thus, the Proposed Project would not interfere with any existing open space.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

Consistent. The Proposed Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.
1. Energy Efficiency

As part of this analysis, a Title 24 Energy Performance Report was prepared by Optimum Energy Design (OED) in April 2019 to demonstrate how the Proposed Project will meet the criteria of PRC section 21155.1 subsection (a) (8) requirement for energy and water efficiency and be 15 percent more energy efficient than required by Title 24, Part 6, the California Energy Code. Based on the Performance Method compliance path, OED conducted a preliminary whole building energy modeling assessment to determine the anticipated Title 24 energy code performance. The energy modeling was done using Energypro which is a software tool approved by the California Energy Commission to generate a comparison of the Proposed Design to a Baseline Design compliant to Title 24 (2016).

Key performance measures and features of the Proposed Design that increase the building energy efficiency include:

Building Envelope

- High-performance window system: The Project would use a thermally broken, double glazed window system with low-emissivity coatings and insulated spandrel panels for first floor. The Project would use a double glazed window system with low-emissivity coatings for rest of floor. These combined effects reduce cooling energy during the summer and heating during the winter.

- Efficient Exterior Walls: For level 2 thru Level 8, The Project would use a 6” Metal stud wall with R-19 batt insulation plus R-10 rigid insulation for exterior walls. This will also reduce cooling energy during the summer and heating during the winter.

HVAC System

- The building will be served by High efficiency VRF (variable refrigerant flow) systems ranging from 10.2 to 12.10 Energy Efficiency Rating (EER) & 19.5 to 23.0 Integrated Energy Efficiency Ratio (IEER).

- VRF technology brings an array of advantages over conventional systems. It saves energy by variable-speed compressors in outdoor units & provides extremely high part-load efficiency, which helps to reduce overall energy consumption during part load condition. Also, energy efficiency would increase during heat recovery mode.

- By eliminating the need for large distribution fans and water pumps, VRF technology provides energy saving for fan and pumping energy.

- Users can set individual temperature set points for multiple zones. Variable-speed compressors with wide capacity and precise modulation help maintain each zone’s temperature within a narrow range.

Domestic Water Heating

- Centralized hot water system: Large centralized hot water systems use more efficient equipment than individual heating systems within the units. The Project would use a centralized hot water system that is 85% efficient. The water heating system has recirculation controls to keep water in the lines hot, reducing hot water wait time and water waste. This hot water system also makes it easier to integrate renewable energy systems like solar hot water.
- Solar Collectors: The Project would use a solar hot water factor of 0.1, in that 10% of the hot water heating system will be provided from the solar collectors. Energy usage is reduced in the centralized hot water system.

- High-efficiency water fixtures: By specifying fixture flow rates per the more stringent City of Los Angeles Green Building Code versus the standard CalGreen Code, the Project will inherently use less hot water. As a result, there is lower energy consumption.

Based on the values in the model, the Energy Use Intensity (EUI) of the Proposed Design has an estimated EUI of 146.68 Time Dependent Valuation (TDV), compared to the Baseline of 173.53 TDV of conditioned floor Area. With the incorporation of these performance measures, the Project exceeds Title 24 standards by 15.40%.

2. Water Efficiency

OED also prepared a Total Water Use Reduction Report, dated April 2019 (Attachment F.2), to demonstrate how the Proposed Project will meet the criteria of PRC section 21155.1 subsection (a) (8) requirement to use 25 percent less water than the average household in the region. The analysis focuses on estimating the average daily water usage of the Proposed Project. The water usage was estimated based on expected occupancy, water fixtures and daily usage profiles per 2016 California Plumbing Code and 2016 California Green Building Standards Code method.

Plumbing Fixtures and Proposed Design

The following are some of the water efficient strategies that are proposed for the Proposed Project:
- Low flow showerheads: 1.5 gallons per min
- Low flow lavatory faucets: 0.5 gallons per min
- Low flow kitchen faucets: 1.5 gallons per min
- Low flow toilets: 1.28 gallons per flush
- Low flow urinals: 0.125 gallons per flush
- Energy star certified dish washers
- Energy star certified clothes washers

Assuming annual days of operation of the building is 365 days, annual plumbing domestic water usage (exclude dishwasher and clothes washer) of residential units and hotel rooms and the retail space is calculated based on LEED V4 Water Use Reduction Calculator using full-time equivalency (FTE). Dishwasher in each unit is required to be Energy Star certified unit per 2016 California Plumbing Code. According to 2016 California Green Building Standard Code, a standard Energy Star dishwasher uses 4.25 gallons water per cycle. Clothes washer in each unit is required to be Energy Star certified unit per 2016 California Plumbing Code. According to 2017 Title 20 California Code of Regulation, Water Factor (WF) of a standard frontloaded residential clothes washer after January 1, 2018 is 4.7 gallons/cu./cycle. Capacity of the proposed clothes washer is 1.6 cubic feet. The irrigation demand was calculated based on the Maximum Applied Water Allowance (MAWA) from the City of Los Angeles interim Irrigation Guidelines as Compliance with State Landscape Ordinance Pursuant to AB 1881. The Proposed Project has plans to include a 420 sf (30’ x 14’) pool and a 504 sf (36’ x 14’) pool per architectural plan. Total pool surface area is 924 sf. Due to evaporation /splash, approximately 3/4 inches of water loss is assumed per square feet per day. Parking structure water usage was based on the City of Los Angeles Department of Public Works - Bureau of Sanitation Sewer Generation Rates (0.02 gallons per sf),
Water Reduction

According to the Metropolitan Water District Water Tomorrow Annual Report to the California State Legislature, Covering Fiscal Year 2017/18, the average regional gallons per capita per day usage is 130 gallons. Based on full-time equivalency (FTE) from LEED calculation method, in residential units/hotel, occupants are using water closet 5 times a day/person; in retail space employees are using water closet/urinal 3 times a day/person, and visitors are using 0.5 time a day/person. Considering FTE values as weighed factors when calculating total equivalent occupancy, then total equivalent occupancy of the Proposed Project is 1608, resulting a baseline usage of 210,340 gallons per day.

Based on the estimated water usage of the proposed design, the Proposed Project is estimated to use approximately 56,686 gallons of water per day. With the incorporation of the water efficient design, the Proposed Project would result in a 73% reduction from the estimated baseline.

PRC § 21155.1(b). The transit priority project meets all of the following land use criteria:

(1) The site of the transit priority project is not more than eight acres in total area.

Consistent. The Project Site includes approximately 51,939 square feet of lot area, or 1.19 acres. As shown on the proposed Tract Map, Lot 1 is comprised of 47,323 square feet of lot area (1.09 acres) and Lot 2 is comprised of 4,616 square feet of lot area (0.11 acres). As such, the Project Site is not more than eight acres in total area.

(2) The transit priority project does not contain more than 200 residential units.

Consistent. The Proposed Project would include 121 residential dwelling units. Therefore, the Proposed Project would provide less than 200 residential units.

(3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.

Consistent. The Project Site is currently developed with commercial/retail and medical office uses. Existing uses on site include a one-story print shop occupied by Sharp Printing, an asphalt-paved vehicle parking lot, a two-story medical office building occupied by La Brea Urgent Care/The Sleep Institute, a two-story retail fabric store occupied by Mood Fabrics, and a two-story commercial building. There are no residential dwelling units on the Project Site. Therefore, the development of the Proposed Project would not result in the loss of affordable housing units within the Project Site and surrounding area.

(4) The transit priority project does not include any single level building that exceeds 75,000 square feet.

Consistent. The Proposed Project would include an 8-story mixed-use building with 201,123 square feet of developed floor area as defined by the LAMC. The Proposed Project’s total building gross floor area is 311,930 (gsf), with a maximum of 41,967 gsf footprint on the subterranean parking levels. The gross building floor area...
on Levels 1 through 8 range from 30,738 gsf (on Level 1) to 18,415 gsf (on Level 2). The proposed 8-story building would include 311,930 gross building area. Therefore, the Proposed Project would not include a single-level building that exceeds 75,000 square feet.

(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.

Consistent. The SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The SCAG’s measures are not prescriptive on the Proposed Project, but nonetheless, the mitigation measures to be incorporated as conditions of approval for the Proposed Project are consistent with those applicable measures suggested in SCAG’s MMRP, detailed below (refer to Section 4.0, Project Consistency with SCAG 2016-2040 RTP/SCS Mitigation Measures for a full discussion of the Proposed Project’s consistency with SCAG’s MMRP). As noted therein, many of the mitigation measures identified by SCAG, beyond those discussed below, would not apply to the Proposed Project.

(6) The transit priority project is determined not to conflict with nearby operating industrial uses.

Consistent. The properties surrounding the Project Site include commercial/retail, residential, and office land uses. There are no industrial or warehouse buildings located in the immediate vicinity of the Project Site. Therefore, the Proposed Project would not conflict with any operating industrial uses.

(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

Consistent. The Project Site is designated as a Transit Priority Area and is within ¼-mile (walking distance) of major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less, which include Metro lines: 20, 212, and 720. Additionally, a Metro Purple Line railway station is currently under construction immediately adjacent to the south of the Project Site at the intersection of Wilshire Boulevard and La Brea Avenue. Therefore, the Proposed Project is located within ¼-mile of a high-quality transit corridor and the future Wilshire Boulevard and La Brea Avenue Metro Purple Line station.

PRC § 21155.1(c). The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing
cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

**Consistent.** The Project substantially complies with all applicable provisions of LAMC Section 12.22.A.31 and the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (added by Ordinance No. 184,745). Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. Therefore, the Proposed Project would meet the criteria of PRC Section 2155.1(c)(1)(A).

The Applicant will enter into a housing regulatory agreement memorializing these requirements and making them binding on any successors or assigns for the regulatory period of 55 years. Thus, the Project would meet the criterion of Section 21155.1(c)(1)(B).

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

**Consistent.** The Applicant is proposing to provide 14 units on-site that would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units being developed on-site. As such, the developer has meet the criteria of paragraph 1 and is not subject to in lieu fees under this subsection.

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

**Consistent.** The Project meets the criteria of part 1 of this subsection. Therefore, the Proposed Project meets the criteria of Section 21155.1(c).
3.0 Project Consistency with the Goals and Benefits of the 2016-2040 RTP/SCS

The Proposed Project is consistent with SCAG’s growth projections for the City of Los Angeles, which supports the conclusion that the Proposed Project is consistent with SCAG policies. The Proposed Project would be consistent with applicable goals and policies presented within SCAG’s 2016-2040 RTP/SCS. Refer to the table below for the Proposed Project’s consistency analysis.

<table>
<thead>
<tr>
<th>Goals and Policies</th>
<th>Consistency Assessment</th>
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</thead>
<tbody>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 1</strong> Align the plan investments and policies with improving regional economic development and competitiveness.</td>
<td><strong>Not Applicable.</strong> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 2</strong> Maximize mobility and accessibility for all people and goods in the region.</td>
<td><strong>Consistent.</strong> The Project Site is located in a highly urbanized area within the City of Los Angeles within a High Quality Transit Area (as defined by SCAG). The Proposed Project would develop 121 residential dwelling units, 125 hotel units, and 13,037 square feet of commercial area within a High Quality Transit Area (HQTA) as defined by SCAG and a transit priority area as defined by SB 743. The Project Site is currently served by a total of six local and inter-city transit operators including one Metro Rapid bus line 720, three Metro Local Bus lines 20, 212, and 312, LADOT DASH Fairfax, and the Antelope Valley Transit Authority (AVTA) line 786. Additionally, Metro bus lines provide transfer opportunities to the Wilshire/Western Purple Line Metro Station, located to the east of the Project Site. A Metro Purple Line railway station is currently under construction immediately to the south of the Project Site, with a completion date projected for 2023. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 3</strong> Ensure travel safety and reliability for all people and goods in the region.</td>
<td><strong>Consistent.</strong> The Proposed Project would improve the public sidewalks adjacent to the Project Site and would include active ground floor commercial uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide 139 bicycle spaces to promote travel by bicycle and public transportation. Furthermore, the Proposed Project would be reviewed by the Department of Building and Safety, the Los Angeles Fire Department, and the Los Angeles Department of Transportation to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 4</strong> Preserve and ensure a sustainable regional transportation system.</td>
<td><strong>Not Applicable.</strong> This goal is directed towards SCAG and does not apply to the Proposed Project. The 2016-2040 RTP states, “A transportation system is...”</td>
</tr>
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</table>

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Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

<table>
<thead>
<tr>
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<tr>
<td>2016-2040 RTP/SCS Goal 5 Maximize the productivity of our transportation system.</td>
<td><strong>Consistent.</strong> The Proposed Project includes 121 residential units, 125 hotel rooms, and 13,037 square feet of commercial uses. Given the Proposed Project’s location close to transit, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. Moreover, the Project Site is located less than ¼ mile from major transit stops along Wilshire Boulevard, 6th Street, and La Brea Avenue. Additionally, the Wilshire/La Brea Metro station is currently under construction, immediately south of the Project Site. The Project Site’s location would help to reduce vehicle-miles-traveled. Therefore, the Proposed Project would promote a sustainable regional transportation system.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</td>
<td><strong>Consistent.</strong> The Proposed Project would place dwelling units, hotel guest rooms, and ground-floor commercial space in a Transit Priority Area. The Project Site’s location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the public sidewalks adjacent to the Project Site and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide 139 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would reduce vehicles-per-</td>
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<tr>
<td>Goals and Policies</td>
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<tr>
<td>2016-2040 RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible.</td>
<td>Consistent. The Proposed Project would comply with the City of Los Angeles Green Building Code, the California Green Building Code, and include requirements for a green or high albedo roof and that at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.</td>
<td>Consistent. The Project Site is located in a highly urbanized area of Los Angeles within a HQTA (as defined by SCAG) and a Transit Priority Area (as defined by SB 743). The Project Site is located less than ¼ mile from major transit stops along Wilshire Boulevard, 6th Street, and La Brea Avenue. Additionally, the Wilshire/La Brea Metro station is currently under construction, immediately south of the Project Site. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units, hotel guest rooms, and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</td>
<td>Not Applicable. This goal is directed towards SCAG to ensure the safety and security of the regional transportation system.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Guiding Policy 1 Transportation investments shall be based on SCAG’s adopted regional Performance Indicators.</td>
<td>Not Applicable. This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.</td>
<td>Not Applicable. This policy is directed towards SCAG in allocating transportation system funding. Nevertheless, the Proposed Project would contribute to a safe, well maintained, and efficient multimodal transportation system. The Proposed Project would provide landscaping along the public right-of-way and active ground floor uses, which promotes and supports pedestrian activity in the area. The Project Site is located less than ¼ mile from major transit stops along Wilshire Boulevard, 6th Street, and La Brea Avenue. Additionally, the Wilshire/La Brea Metro station is currently under construction, immediately south of the Project Site. Therefore, the Proposed Project would promote the use of the public transportation system.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.</td>
<td>Not Applicable. This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. The Proposed Project would develop 121 dwelling units, 125 hotel rooms, and 13,037 square feet of commercial area within a HQTA as defined by SCAG and a transit priority area as defined by SB 743. The Project Site's location near mass transit and proximity to services, retail stores, and employment</td>
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### Goals and Policies

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</table>
| **2016-2040 RTP/SCS Guiding Policy 4**  
Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.  
Not Applicable. This policy is directed towards transportation investment by SCAG. However, the Proposed Project would support active transportation (e.g. walking and bicycling) by providing landscaping along the public rights of way and active ground floor uses, which promotes and supports pedestrian activity in the area. Additionally, the Proposed Project's location within a HQTA promotes the use of public transit and pedestrian activity. |
| **2016-2040 RTP/SCS Guiding Policy 5**  
HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.  
Not Applicable. This policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare. Although this policy is not applicable to the Proposed Project, the Proposed Project's location in a HQTA promotes the use of public transit and pedestrian activity. |
| **2016-2040 RTP/SCS Guiding Policy 6**  
The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.  
Not Applicable. This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Proposed Project is located within a HQTA (as defined by SCAG) and a Transit Priority Area (as defined by SB 743). The Proposed Project would support public transportation and other alternative methods of transportation (e.g., walking and biking). |
| **2016-2040 RTP/SCS Guiding Policy 7**  
The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.  
Not Applicable. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments. |
| **2016-2040 RTP/SCS Guiding Policy 8**  
Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.  
Not Applicable. This policy is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. |
| **2016-2040 RTP/SCS Land Use Policy 1**  
Identify regional strategic areas for infill and investment.  
Not Applicable. This policy is directed towards SCAG to identify regional strategic areas. The Proposed Project is an infill development in a HQTA (defined by SCAG) and within a Transit Priority Area (as defined by SB 743). The Proposed Project would be providing dwelling units, hotel guest rooms, and commercial uses in a highly urbanized area within the City of Los Angeles. |
Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 2</strong></td>
<td><strong>Not Applicable.</strong> This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project.</td>
</tr>
<tr>
<td>Structure the plan on a three-tiered system of centers development.³</td>
<td></td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 3</strong></td>
<td><strong>Consistent.</strong> SCAG describes the development of &quot;complete communities&quot; to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.⁴</td>
</tr>
<tr>
<td>Develop &quot;Complete Communities.&quot;</td>
<td></td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 4</strong></td>
<td><strong>Not Applicable.</strong> The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents’ daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. The Proposed Project is located within a HQTA and a Transit Priority Area. The Proposed Project’s mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities.</td>
</tr>
<tr>
<td>Develop nodes on a corridor.</td>
<td></td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 5</strong></td>
<td><strong>Consistent.</strong> As stated above, the Proposed Project would place dwelling units, hotel guest rooms, and ground-floor commercial space in a HQTA and a Transit Priority Area. The Project Site is located less than ¼-half mile from major transit stops along Wilshire Boulevard.</td>
</tr>
<tr>
<td>Plan for additional housing and jobs near transit.</td>
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</table>

³ The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

⁴ SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).
## Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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<tr>
<td>La Brea Avenue, and 6th Street. Additionally, the Wilshire/La Brea Metro Station for the Purple Line is currently under construction immediately south of the Project Site. Therefore, the Project Site’s location would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.</td>
<td></td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 6</strong> Plan for changing demand in types of housing.</td>
<td>Consistent. The Proposed Project would increase the housing stock in the Wilshire Community Plan area by providing 121 new residential units with a range of one and three-bedroom units. Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. Thus, the Proposed Project would contribute to the range of housing choices available in the City and is therefore consistent with this goal.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 7</strong> Continue to protect stable, existing single-family areas.</td>
<td>Not Applicable. This Land Use Policy is not applicable to the Proposed Project because the Proposed Project would not demolish any existing single-family homes. Additionally, the Project Site is not immediately located near any low-density residential neighborhoods.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 8</strong> Ensure adequate access to open space and preservation of habitat.</td>
<td>Not Applicable. This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project. The Proposed Project is located within an urbanized area within the City of Los Angeles. Development of the Proposed Project would not remove any existing open space areas or habitat, since the Project Site is fully developed, with four office/commercial buildings. The Proposed Project would provide 10,256 square feet of open space that equals the required amount pursuant to the LAMC with an allowed 25 percent reduction per the TOC Guidelines.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Land Use Policy 9</strong> Incorporate local input and feedback on future growth.</td>
<td>Not Applicable. This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Benefit 1:</strong> The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.</td>
<td>Consistent. The Proposed Project will provide multi-family housing and job-creating commercial uses to an existing, transit-accessible area. In addition, the Proposed Project will provide 139 bicycle parking and various pedestrian-oriented improvements, including improved sidewalks and active ground floor uses.</td>
</tr>
<tr>
<td><strong>2016 RTP/SCS Benefit 2:</strong> The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.</td>
<td>Not Applicable. Benefit 2 is directed towards SCAG and does not apply to the Proposed Project. The Proposed Project is an infill, mixed-use project located within a HQTA, thereby decreasing time and cost of traveling between places.</td>
</tr>
<tr>
<td><strong>2016 RTP/SCS Benefit 3:</strong> The RTP/SCS is expected to result in less energy and water</td>
<td>Consistent. The Proposed Project includes numerous energy-efficient design features, such as energy star</td>
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</table>
### Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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<tbody>
<tr>
<td>consumption across the region, as well as lower transportation costs for households.</td>
<td>rated appliances. It will comply with the City of Los Angeles Green Building Code, the California Green Building Code, and includes requirements for a green or high albedo roof and that at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations. As demonstrated in the Title 24 Energy Performance Report (included as Attachment F.1 to this document) the Proposed Project would exceed Title 24 performance standards by 15.47 percent. Additionally, as demonstrated in the Total Water Use Reduction Report (see Attachment F.2) the total water consumption of the proposed building is 73 percent of a typical building of the same size. The Proposed Project's incorporation of bicycle-and pedestrian-friendly elements and location near various bus lines will also provide future residents with various affordable transportation options and reduce vehicle miles traveled.</td>
</tr>
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</table>

2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.  

**Consistent.** The Proposed Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. In addition, the Proposed Project's access to various transit options will encourage the use of existing and proposed mass transit. The Proposed Project also includes 10,256 square feet of open space including 31 trees. Recreational amenities would include one swimming pool and sun terrace area on Level 8, an outdoor terrace, a barbeque pit and lounge seating. These areas provide the opportunity for Project residents, and patrons of the hotel and restaurant space to gather.

4.0 Project Consistency with SCAG 2016-2040 RTP/SCS Mitigation Measures

The 2016-2040 RTP/SCS MMRP includes various mitigation measures, both at the regional level that would be implemented by SCAG and at the Project level that would be implemented by the lead agency. Regional mitigation measures would be implemented by SCAG and are therefore not discussed in this table. This table focuses on the Proposed Project’s consistency with the SCAG MMRP’s Project-level mitigation measures. All Performance Standards referenced herein are enforceable through the project entitlements as conditions of approval.

<table>
<thead>
<tr>
<th>Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures</th>
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<tbody>
<tr>
<td>Impact</td>
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<tr>
<td>Aesthetics Scenic Vista</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<th>Impact</th>
<th>Project – Level Mitigation Measures (Implemented by Lead Agency)</th>
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<tr>
<td>• Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.</td>
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</tbody>
</table>
| **Aesthetics** Visual Character/Quality | **Project-Level Mitigation Measure** <br><b>MM-AES-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:**<br>• Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.<br>• Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.<br>• Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.<br>• Design projects consistent with design guidelines of applicable general plans.<br>• Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and | This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment."

The Proposed Project is a mixed-use residential and commercial infill development project with 121 dwelling units, 125 hotel rooms, and 13,037 square feet of commercial uses. The Project Site is located immediately adjacent to the future Wilshire/La Brea Metro station (currently under construction) and from major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during the peak commute hours. Therefore, the Proposed Project is located in a Transit Priority Area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<th>Project – Level Mitigation Measures (Implemented by Lead Agency)</th>
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</table>
| **Aesthetics** Light/Glare/Shade | **Project-Level Mitigation Measure**  
**MM-AES-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
- Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.  
- Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.  
- Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.  
- Use unidirectional lighting to avoid light trespass on adjacent properties.  
- Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.  
- Provide structural and/or vegetative screening from light-sensitive uses.  
- Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.  
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. | This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment."  
The Project Site is located immediately adjacent to the future Wilshire/La Brea Metro station (currently under construction) and from major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during the peak commute hours. Therefore, the Proposed Project is located in a Transit Priority Area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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</table>
| Agriculture and Forestry Conversion of Farmland to Non-Agricultural Use, Conversion of Forest Land | - Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.  

**Project-Level Mitigation Measure**  
**MM-AF-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:  

- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).  
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.  
- Maintain and expand agricultural land protections such as urban growth boundaries.  

Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see [https://www.wildlife.ca.gov/Conservation/Planning/](https://www.wildlife.ca.gov/Conservation/Planning/)) | This Mitigation Measure is not relevant to the Proposed Project as no farmland or agricultural activity exists on or in the vicinity of the Project Site. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| Banking | “A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects. A privately owned conservation or mitigation bank is a free-market enterprise that:  
- Offers landowners economic incentives to protect natural resources;  
- Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;  
- Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;  
- Provides for long-term protection and management of habitat.  
A publicly owned conservation or mitigation bank:  
- Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.” | |

In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.  
- Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.  
- Include underpasses and overpasses at reasonable intervals to maintain property access.  
- Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.  
- Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| Agriculture and Forestry Zoning for Ag Use, Williamson Act Contract | Project-Level Mitigation Measure **MM-AF-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:  
- Project relocation or corridor realignment to avoid lands in Williamson Act contracts.  
- Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.  
- Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable. | This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not zoned for agricultural production, there is no farmland on the Project Site, and there are no Williamson Act Contracts in effect for the Project Site. |
Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| Potential to Violate AQ Standard | MM-AIR-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.  
CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:  
- Minimize land disturbance.  
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.  
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.  
- Cover trucks when hauling dirt.  
- Stabilize the surface of dirt piles if not removed immediately.  
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.  
- Minimize unnecessary vehicular and machinery activities.  
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.  
- On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.  
- Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.  
- Ensure that all construction equipment is properly tuned and maintained. | The Proposed Project substantially conforms with this Mitigation Measure as it is subject to regulatory compliance measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible:  
- Air Quality (Site Clearing, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:  
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.  
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.  
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.  
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.  
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.  
  - General contractors shall maintain and operate
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|        | • Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. | construction equipment so as to minimize exhaust emissions.  
  o Trucks having no current hauling activity shall not idle but be turned off. |
|        | • Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. | |
|        | • Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. | The Project shall comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. |
|        | • As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. | The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/ Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). |
|        | • Implement EPA’s National Clean Diesel Program. | In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. |
|        | • Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible. | In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards. |
|        | • On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity. | The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings. |
|        | • If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines. | The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt. |
|        | • Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines | |
|        | • Convert part of the construction truck fleet to natural gas. | |
|        | • Include “clean construction equipment fleet”, defined as a fleet mix cleaner than the state average, in all construction contracts | |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road)</td>
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<tr>
<td>• Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas</td>
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<td>• Use diesel construction equipment meeting ARB’s Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation</td>
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<tr>
<td>• Use on-road, heavy-duty trucks that meet the ARB’s 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation</td>
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<td>• Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary</td>
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<td>• Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.</td>
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<td>• Prohibit diesel idling within 1,000 feet of sensitive receptors.</td>
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<td>• Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.</td>
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<td>• The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</td>
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<td>• The engine size of construction equipment shall be the minimum practical size.</td>
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<td>• Catalytic converters shall be installed on gasoline-powered equipment.</td>
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<tr>
<td>• Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.</td>
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<td>• Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.</td>
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<td>• Use new or rebuilt equipment.</td>
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<td>• Maintain all construction equipment in proper condition.</td>
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<td>• The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.</td>
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| • New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>working order, according to manufacturer's specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated.</td>
<td></td>
<td>This Mitigation Measure is not relevant to the Project, as the Proposed Project does not involve a 2016-2040 RTP/SCS transportation project. As a mixed-use development, the Proposed Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California’s Smog Check Program.</td>
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<td>• Use low rolling resistance tires on long haul class 8 tractor-trailers.</td>
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<td>• Suspend all construction activities that generate air pollutant emissions during air alerts.</td>
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<tr>
<td>• Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.</td>
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| **Air Quality Expose Sensitive Receptors to Pollutants** | **Project-Level Mitigation Measure**  
**MM-AIR-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements: |                                                                                                                                                      |
<p>| • Set technology forcing new engine standards. |                                                                                                                                                      |                                                                                                                                                      |
| • Reduce emissions from the in-use fleet. |                                                                                                                                                      |                                                                                                                                                      |
| • Require clean fuels, and reduce petroleum dependency. |                                                                                                                                                      |                                                                                                                                                      |
| • Work with US EPA to reduce emissions from federal and state sources. |                                                                                                                                                      |                                                                                                                                                      |
| • Pursue long-term advanced technology measures |                                                                                                                                                      |                                                                                                                                                      |
| Proposed new transportation-related SIP measures include: |                                                                                                                                                      |                                                                                                                                                      |
| <strong>On-Road Sources</strong> |                                                                                                                                                      |                                                                                                                                                      |
| • Improvements and Enhancements to California’s Smog Check Program |                                                                                                                                                      |                                                                                                                                                      |
| • Expanded Passenger Vehicle Retirement |                                                                                                                                                      |                                                                                                                                                      |
| • Modifications to Reformulated Gasoline Program |                                                                                                                                                      |                                                                                                                                                      |
| • Cleaner In-Use Heavy-Duty Trucks |                                                                                                                                                      |                                                                                                                                                      |</p>
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<td>Biological Resources</td>
<td>Project-Level Mitigation Measure</td>
<td>This Mitigation Measure is not relevant to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with four office/retail buildings. Nevertheless, the City has required the following regulatory compliance measure which are consistent with the SCAG EIR mitigation measures, as it is equal to or more effective than SCAG RTP/SCS Program EIR MM-BIO-12(b), with regard to avoiding potentially significant effects related to nesting native birds that are in the jurisdiction and responsibility of the City:</td>
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| Adverse Effect on Candidate, Sensitive, or Special Status Species, Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting | **MM-BIO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
- Require project design to avoid occupied habitat, potentially suitable habitat, and designated Habitat Modification (Nesting Native Birds) | |
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| **Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan** | - Critical habitat, wherever practicable and feasible.<br>- Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully implemented in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species.  
- Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.<br>- Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.<br>- Appoint an Environmental Inspector to monitor implementation of mitigation measures.<br>- Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.<br>- Conduct pre-construction monitoring to delineate occupied sensitive species’ habitat to facilitate avoidance.<br>- Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. | - Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).<br>- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:<br>- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearcut/development work.<br>- If a protected native bird is found, the applicant shall delay all clearcut/development disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.<br>- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| **Biological Resources**  
Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan | **Project-Level Mitigation Measure**  
**MM-BIO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
- Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.  
- Consult with the USFS where such state- | This Mitigation Measure is not relevant to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with four office/commercial buildings. |
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<td>designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</td>
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<td>Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.</td>
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<td>Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.</td>
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<td>Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.</td>
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<td>Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</td>
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<td>Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the <em>Manual of California Vegetation</em>, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.</td>
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<td>Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</td>
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<td>Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.</td>
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<td>Install fencing and/or mark sensitive habitat to be avoided during construction activities.</td>
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<td>• Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.</td>
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<td>• Revegetate with appropriate native vegetation following the completion of construction activities.</td>
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<td>• Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</td>
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<td>• Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</td>
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#### Biological Resources

**Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan**

**Project-Level Mitigation Measure**

**MM-BIO-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.
- Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under...
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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|        | Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE’s Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:  
- Permitee-responsible mitigation  
- Contribution of in-lieu fees  
- Use of mitigation bank credits  
- Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation. | This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, and native wildlife nursery sites. The Project Site is improved with four office/commercial buildings and is located in an urbanized area of the City. |

| Biological Resources Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Similar Natural Area, or Similar Environmental Resource | Project-Level Mitigation Measure  
<p>|<strong>MM-BIO-4(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures. | This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, and native wildlife nursery sites. The Project Site is improved with four office/commercial buildings and is located in an urbanized area of the City. |</p>
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<td>Other Conservation Plan</td>
<td>identified by the Lead Agency:</td>
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<td>• Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.</td>
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<td>• Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</td>
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<td>• Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.</td>
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<td>• Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</td>
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<td>• Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1&lt;sup&gt;st&lt;/sup&gt; through September 1&lt;sup&gt;st&lt;/sup&gt;), where feasible.</td>
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<td>• Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.</td>
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<td>• Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete, or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.</td>
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<td>• Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>•</td>
<td>Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation.</td>
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<td>•</td>
<td>Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</td>
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<td>•</td>
<td>Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.</td>
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<td>•</td>
<td>Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA’s Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.</td>
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<td>•</td>
<td>Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</td>
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<td>•</td>
<td>Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.</td>
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<td>•</td>
<td>Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</td>
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<td>o Wildlife movement buffer zones</td>
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<td>o Corridor realignment</td>
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<td>o Appropriately spaced breaks in center barriers</td>
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<td>o Stream rerouting</td>
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<td></td>
<td>o Culverts</td>
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<td></td>
<td>o Creation of artificial movement corridors such as freeway under- or overpasses</td>
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<td>o Other comparable measures</td>
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<td>• Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</td>
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<td>• Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.</td>
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<td>• Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.</td>
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#### Biological Resources Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or

**Project-Level Mitigation Measure**

**MM-BIO-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as

This Mitigation Measure is not relevant to the Proposed Project as the Project Site is completely paved and developed, and no significant vegetation exists, including protected trees. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. As such, none of the mitigation measures that pertain to local policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance, are applicable.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td><strong>Other Conservation Plan</strong></td>
<td>applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</td>
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<td>• Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.</td>
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<td>• If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.</td>
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<td>• Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.</td>
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<td>• Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</td>
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<td>• Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</td>
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<td>• Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</td>
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<td>• If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.</td>
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<td>• Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.</td>
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<td>• Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</td>
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<td>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</td>
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<tr>
<td>o Avoidance strategies</td>
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<td>o Contribution of in-lieu fees</td>
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<td>o Planting of replacement trees at a minimum ratio of 2:1</td>
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<td>o Re-landscaping areas with native vegetation post-construction</td>
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<td>o Other comparable measures</td>
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**Biological Resources Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan**

**Project-Level Mitigation Measure MM-BIO-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate federal, state, and/or local agency responsible for the

This Mitigation Measure is not relevant to the Proposed Project as no locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, none of the mitigation measures that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the Proposed Project.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>administration of HCPs, NCCPs or other conservation programs.</td>
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<td>• Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.</td>
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<td>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in MM-BIO-1(b), where applicable.</td>
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<td>Cultural Resources Potential to Destroy Unique Paleontologic al Resources or Unique Geological Features</td>
<td>Project-Level Mitigation Measure MM-CUL-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>This Mitigation Measure is not incorporated because the City has determined that the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features, are equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-1(b):</td>
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<td>• Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique</td>
<td>Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:</td>
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<td>• The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.</td>
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<td>• The paleontologist’s survey, study or report shall contain a recommendation(s), if necessary,</td>
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<td>geologic feature.</td>
<td>• Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.</td>
<td>for the preservation, conservation, or relocation of the resource.</td>
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<td>• Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:</td>
<td>• The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.</td>
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<td>o All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</td>
<td>• Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.</td>
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<td>o Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.</td>
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<td>o Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</td>
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<td>o Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.</td>
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<td>• Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.</td>
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<td>• Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</td>
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<p>| Cultural Resources Substantial Adverse Change in Significance          | Project-Level Mitigation Measure MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and | The Proposed Project would include the following Performance Standard as a condition of approval, which is consistent with the SCAG RTP/SCS Program EIR MM-CUL-2(b)CUL in |
|                                                                      | The Proposed Project would include the following Performance Standard as a condition of approval, which is consistent with the SCAG RTP/SCS Program EIR MM-CUL-2(b)CUL in | |</p>
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<td>of a Historical Resource, Substantial Adverse Change in the Significance of an Archaeological Resource</td>
<td>responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>avoiding potential impacts to inadvertent finds of historic, archeological, or tribal cultural resources:</td>
<td>• Performance Standard CR-1 (Cultural Resources): Prior to the commencement of ground disturbing activities, a Cultural Resources Monitoring Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for ground-disturbing activities; a construction worker training program; and discovery and processing protocol for inadvertent discoveries of cultural resources or Tribal Cultural Resources. The plan shall identify the areas of sensitivity determined for cultural resources and Tribal Cultural Resources that require monitoring and detail a protocol for determining circumstances in which additional, or reduced levels of monitoring (e.g., spot checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geoarchaeological setting to determine whether undisturbed sediments (i.e., ‘native’ sediments) capable of preserving archaeological remains are present adjacent to or beneath those sediments disturbed by urban development, and the depth at which these sediments would no longer be capable of containing archaeological material and thereby cease to require an archaeological monitoring to be present. Because of the overall sensitivity for archaeological resources affiliated with Native American occupation, the Monitoring Plan shall consider the extent of existing disturbances and determine the presence of cultural resources within those or surrounding native sediments. The plan shall identify the process for contacting tribal groups in the event of inadvertent discovery of archaeological resources, Tribal</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td></td>
<td>Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</td>
<td>Cultural Resources, or human remains.</td>
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<td></td>
<td>• Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</td>
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<td></td>
<td>• Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.</td>
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<td></td>
<td>• Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.</td>
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<td>• Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.</td>
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<td>• Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</td>
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<td>• If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</td>
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<td>• Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.</td>
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Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td></td>
<td>• Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.</td>
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<tr>
<td>Cultural Resources Disturb Human Remains</td>
<td>Project-Level Mitigation Measure MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies:</td>
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<td>• In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</td>
<td>• Cultural Resources (Human Remains): If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</td>
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<td>• If any discovered remains are of Native American origin:</td>
<td>o Stop immediately and contact the County Coroner:</td>
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<td>o Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.</td>
<td>1104 N. Mission Road Los Angeles, CA 90033</td>
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<td>o If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an</td>
<td>323-343-0512</td>
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<td>(8 a.m. to 5 p.m. Monday through Friday) or</td>
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<td>323-343-0714</td>
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<td>(After Hours, Saturday, Sunday, and Holidays)</td>
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<td>o If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</td>
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<td>o The NAHC will immediately notify the person it believes to be the most likely descendant of the deceased Native American.</td>
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<td>o The most likely descendent has 48 hours to make</td>
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| Energy Increase Residential Energy Use, Increase Building Energy Use | archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:  
- The Native American Heritage Commission is unable to identify a descendent;  
- The descendant identified fails to make a recommendation; or  
- The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. | recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.  
- If the owner does not accept the descendant’s recommendations, the owner or the descendant may request mediation by the NAHC. |

**Energy Increase Residential Energy Use**  
**MM-EN-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:  
  - Use energy efficient materials in building design, construction, rehabilitation, and retrofit.  
  - Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.  
  - Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.  
  - Incorporate passive environmental control systems that account for the characteristics of the natural environment.  
  - Use high-efficiency lighting and cooking devices.  

The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which is capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:  
- Energy (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Building Code and as it may be subsequently amended or modified.
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| Geology and Soils Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil | • Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.  
• Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and  
• Incorporate passive solar design.  
• Use high-reflectivity building materials and multiple glazing.  
• Prohibit gas-powered landscape maintenance equipment.  
• Install electric vehicle charging stations.  
• Reduce wood burning stoves or fireplaces.  
• Provide bike lanes accessibility and parking at residential developments. | The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which is capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies:  
• Geology (Seismic): The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.  
• Geology (Geotechnical Investigation): The Proposed Project shall comply with the conditions contained within the Department of Building and Safety’s Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.  
The Project Geotechnical Investigation is included as Attachment D to this document. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| UBC.   | • Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.  
  • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.  
  • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.  
  • Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.  
  • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible. |

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<th>Geology and Soils</th>
<th>Project-Level Mitigation Measure</th>
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<td>Soil Erosion or Loss of Topsoil</td>
<td>MM-GEO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable</td>
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The Project already substantially conforms with this Mitigation Measure as it is subject to the following
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<td>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</td>
<td>of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:</td>
<td>regulatory compliance measure(s), which are capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies:</td>
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<tr>
<td>o File a Notice of Intent (NOI) with the SWRCB.</td>
<td>• Geology (Erosion/Grading/Short-Term Construction Impacts): The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.</td>
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<tr>
<td>o Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</td>
<td>• Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices (“BMPs”) during grading and excavation to reduce erosion, including, but not limited to the following:</td>
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<td>o Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the</td>
<td>o Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.</td>
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<td>o Stockpiles, excavated, and exposed soil shall be covered with secured tarp, plastic sheeting, erosion control fabrics, or treated with a biodegradable soil stabilizer.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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|        | completion of the project.  
  o After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.  
  • Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.  
  • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils. | Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS0000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The Project Geotechnical Investigation is included as Attachment D to this document. |

Greenhouse Gases  
Cumulative Impacts, Forest  
Land Conversion  

Project-Level Mitigation Measure  
MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases. The Project already substantially complies with this Mitigation Measure because it incorporates project design features, or is subject to regulatory compliance measures, that are capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Such features and measures include the following:  
  • The Proposed Project is located on an infill development site that is currently improved with four buildings with office/commercial uses. The Project Site is also
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:</td>
<td>located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.</td>
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<td>• Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency’s decision.</td>
<td>• The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the multi-family dwelling units.</td>
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<td>• Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</td>
<td>• The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.</td>
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<td>• Off-site measures to mitigate a project’s emissions.</td>
<td>• As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants’ needs.</td>
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<td>• Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:</td>
<td>• The Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.</td>
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<td>o Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;</td>
<td>• The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.</td>
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<td>o Use alternative (non-petroleum based) fuels;</td>
<td>• The Project would include a minimum of five percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations.</td>
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<td>o Deployment of zero- and/or near zero emission technologies as defined by CARB;</td>
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<td>o Use lighting systems that are energy efficient, such as LED technology;</td>
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<td>o Use the minimum feasible amount of GHG-emitting construction materials that is feasible;</td>
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<td>o Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;</td>
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<td>o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;</td>
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<td>o Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;</td>
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<td>o Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;</td>
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<td>o Use lighter-colored pavement where feasible;</td>
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<td>o Recycle construction debris to maximum extent feasible;</td>
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<td>o Protect and plant shade trees in or near</td>
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639 La Brea Project  
Sustainable Communities Project CEQA Exemption  
City of Los Angeles  
November 2019

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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>construction projects where feasible; and</td>
<td>The Project would be consistent with the following key GHG reduction strategies in SCAG’s 2016-2040 RTP/SCS which are based on changing the region’s land use and travel patterns:</td>
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<td>o Solicit bids that include concepts listed above.</td>
<td>o Compact growth in areas accessible to transit;</td>
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<td>• Measures that encourage transit use, carpooling,</td>
<td>o More multi-family housing;</td>
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<td>bike-share and car-share programs, active</td>
<td>o Jobs and housing closer to transit;</td>
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<td>transportation, and parking strategies, including,</td>
<td>o New housing and job growth focused in High Quality Transit Areas (HQTA); and</td>
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<td>but not limited to, transit-active transportation</td>
<td>o Biking and walking infrastructure to improve active transportation options, transit access.</td>
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<td>coordinated strategies, increased bicycle</td>
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<td>carrying capacity on transit and rail vehicles.</td>
<td><strong>Greenhouse Gas Emissions (Green Building Code):</strong> In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.</td>
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<td>Incorporating bicycle and pedestrian facilities</td>
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<td>into project designs, maintaining these facilities, and</td>
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<td>providing amenities incentivizing their use; providing</td>
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<td>adequate bicycle parking and planning for and building</td>
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<td>and building local bicycle projects that connect with the</td>
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<td>regional network.</td>
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<td>Improving transit access to rail and bus routes by</td>
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<td>incentives for construction of transit facilities within</td>
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<td>developments, and/or providing dedicated shuttle service to</td>
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<td>transit stations.</td>
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<td>Adopting employer trip reduction measures to reduce</td>
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<td>employee trips such as vanpool and carpool programs,</td>
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<td>providing end-of-trip facilities, and telecommuting</td>
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<td>programs.</td>
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<td>Designate a percentage of parking spaces for ride-sharing</td>
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<td>vehicles or high-occupancy vehicles, and provide adequate</td>
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<td>passenger loading and unloading for those vehicles.</td>
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<td>Land use siting and design measures that reduce GHG</td>
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<td>emissions, including:</td>
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<td>o Developing on infill and brownfields sites;</td>
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<td></td>
<td>o Building high density and mixed-use developments near</td>
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<td>transit;</td>
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<td>o Retaining on-site mature trees and vegetation, and</td>
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<td>planting new canopy trees;</td>
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<td>o Measures that increase vehicle efficiency, encourage</td>
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<td>use of zero and low emissions vehicles, or reduce the</td>
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<td>carbon content of fuels, including constructing or</td>
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<td>encouraging construction of electric vehicle charging</td>
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<td>stations or neighborhood electric vehicle networks, or</td>
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<td>charging for electric bicycles; and</td>
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<td>o Measures to reduce GHG emissions from solid waste</td>
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<td>management through encouraging solid waste recycling and</td>
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**Hazards and Hazardous Materials Significant Hazard due to Routine Transport, Use, or Disposal of**

*Project-Level Mitigation Measure MM-HAZ-1(b):* Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead

The Proposed Project would include the following Performance Standard as a condition of approval, which are consistent with the SCAG EIR mitigation measures as they are capable of avoiding or reducing the significant effects related to a project.
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| Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School | Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
- Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.  
- Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.  
- Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.  
- Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.  
- Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:  
  o The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.  
  o The location of such hazardous materials.  
  o An emergency response plan including employee training information.  
  o A plan that describes the manner in which | placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies:  
- Performance Standard HAZ-1 (Dewatering and Groundwater Management Plan):  
  o A Dewatering and Groundwater Management Plan (DGMP) shall be prepared and implemented to provide a framework under which work can proceed safely and contaminated groundwater can be properly handled, treated, and disposed of at a licensed disposal facility. Proper handling of the contaminated groundwater would be required regardless of the contamination source.  
  o In the unlikely event that contaminated groundwater is discovered, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<tr>
<td>Hazards and Hazardous Materials Located on a Hazardous Materials Site Section 65962.5</td>
<td>these materials are handled, transported and disposed.</td>
<td>The Proposed Project would include the following condition of approval, which is consistent with the SCAG EIR mitigation measures as it is capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies:</td>
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<td>• Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.</td>
<td>• Performance Standard HAZ-1 (Dewatering and Groundwater Management Plan):</td>
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<td>• Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</td>
<td>- A Dewatering and Groundwater Management Plan (DGMP) shall be prepared and implemented to provide a framework under which work can proceed safely and contaminated groundwater can be properly handled, treated, and disposed of at a licensed disposal facility. Proper handling of the contaminated groundwater would be required regardless of the contamination source.</td>
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<td>• Avoid overtopping construction equipment fuel gas tanks.</td>
<td>- In the unlikely event that contaminated groundwater is discovered, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use,</td>
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<td>• During routine maintenance of construction equipment, properly contain and remove grease and oils.</td>
<td>- the Project shall develop and implement a HAZ-1 Dewatering and Groundwater Management Plan (DGMP), and any other mitigation measures as required to prevent or mitigate the effects of contaminating groundwater.</td>
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<td>• Properly dispose of discarded containers of fuels and other chemicals.</td>
<td>- The Project shall develop and implement a HAZ-1 Dewatering and Groundwater Management Plan (DGMP), and any other mitigation measures as required to prevent or mitigate the effects of contaminating groundwater.</td>
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<td>Project-Level Mitigation Measure MM-HAZ-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act; and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</td>
<td>- The Project shall develop and implement a HAZ-1 Dewatering and Groundwater Management Plan (DGMP), and any other mitigation measures as required to prevent or mitigate the effects of contaminating groundwater.</td>
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<td>• Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if necessary.</td>
<td>- The Project shall develop and implement a HAZ-1 Dewatering and Groundwater Management Plan (DGMP), and any other mitigation measures as required to prevent or mitigate the effects of contaminating groundwater.</td>
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639 La Brea Project
Sustainable Communities Project CEQA Exemption

City of Los Angeles
November 2019
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</td>
<td>containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy.</td>
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<td>• Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</td>
<td>• Performance Standard HAZ-2 (Asbestos-Containing Materials and Lead-Based Paint):</td>
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<td>• Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</td>
<td>o Disturbance of any ACM material would be handled in accordance with applicable local and state regulations (which include SCAQMD Rule 1403 and Cal/OSHA Asbestos Construction Standard Title 8 CCR 1529).</td>
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<td>• Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</td>
<td>o Disturbance of any LBP materials would be handled in accordance with CDPH regulations in residential or public buildings and the US Department of Housing and Urban Development (HUD) and 2010 Toxic Substances Control Act (TSCA) Renovation, Repair and Painting Rule (RRP) in pre-1978 target housing and child-occupied facilities. DOSH or Cal/OSHA requirements must also be followed where employees may be occupationally exposed to lead.</td>
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<td>• Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</td>
<td>• Project Condition HAZ-3 (Methane Report):</td>
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<td>• Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</td>
<td>o Due to the potential environmental risk associated with construction in Methane Buffer Zones, a Methane Assessment Report shall be conducted prior to the redevelopment of the Project Site.</td>
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<td>• Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Use best management practices (BMPs) regarding potential soil and groundwater hazards.</td>
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<td>• Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</td>
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<td>• Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</td>
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<td>• Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</td>
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<td>• Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</td>
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<td>• If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.</td>
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<td>• Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state regulatory oversight authority.</td>
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| Hazards and Hazardous Materials Wildland Fire Risk | **Project-Level Mitigation Measure**
  
  **MM-HAZ-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
  
  - Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to |
| or federal law.  
  
  - Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s (Cal OSHA’s) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.  
  
  - Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.  
| This Mitigation Measure is not relevant to the Proposed Project as the Project Site is located in a fully urbanized area and there are no wildlands in the vicinity. Furthermore, the Proposed Project is subject to regulatory compliance measures, such as adherence to fire code requirements. |
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<td>Hydrology and Water Quality</td>
<td>- Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.</td>
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<td>- Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.</td>
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<td>- Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.</td>
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<td>- Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.</td>
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<td>- Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</td>
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<td>- Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.</td>
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<td>- Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.</td>
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<td>The Proposed Project already substantially conforms with this</td>
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The Proposed Project already substantially conforms with this.
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<td><strong>Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality</strong></td>
<td><strong>has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</strong>&lt;br&gt;• Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.&lt;br&gt;• Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.&lt;br&gt;• Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.&lt;br&gt;• Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.&lt;br&gt;• Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.&lt;br&gt;• Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:&lt;br&gt;  • U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.&lt;br&gt;  • Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.&lt;br&gt;  • California Department of Fish and Wildlife Mitigation Measure as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies:**&lt;br&gt;• Hydrology (National Pollutant Discharge Elimination System General Permit): Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.&lt;br&gt;• Hydrology (Stormwater Pollution (Demolition, Grading, and Construction Activities): Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.</td>
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<td>(CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.</td>
<td>o Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.</td>
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<td>• Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</td>
<td>o All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.</td>
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<td>• Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</td>
<td>o Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.</td>
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<td>• Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.</td>
<td>o Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.</td>
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<td>• Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</td>
<td>• Hydrology (Standard Urban Stormwater Mitigation Plan): Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.</td>
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<td>• Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans’ storm water discharge permit including long-term sediment control and drainage of roadway runoff.</td>
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<td>• Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</td>
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<td>• Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water’s beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.</td>
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<td>• Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.</td>
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<td>• Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</td>
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<td>• Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</td>
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<td>• If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.</td>
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<tr>
<td>Hydrology and Water Quality</td>
<td>Project-Level Mitigation Measure</td>
<td>The Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies:</td>
</tr>
<tr>
<td>Deplete Groundwater Supply or Interfere with Groundwater Recharge</td>
<td><strong>MM-HYD-2(b):</strong> Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Hydrology (Dewatering): If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under</td>
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<td>• For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on</td>
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<td>groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</td>
<td>the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.</td>
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<td>• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</td>
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<td>• Avoid designs that require continual dewatering where feasible.</td>
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<td>• Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</td>
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<td>• Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</td>
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<td></td>
<td><strong>Hydrology and Water Quality</strong></td>
<td><strong>Hydrology (Low Impact Development Plan):</strong> Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.</td>
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<td><strong>Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow</strong></td>
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<td>Project-Level Mitigation Measure <strong>MM-HYD-8(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can</td>
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<td>This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone.</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>This Mitigation Measure is not relevant as the Proposed Project would not conflict with local and regional plans applicable to the Project Site. Additionally, the Project already substantially complies with this Mitigation Measure because it incorporates the following project design features regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies:</td>
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<td>• Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.</td>
<td>• The Proposed Project includes a mix of uses, including dwelling units, hotel guest rooms, and commercial space, which is consistent with the existing pattern of development in the vicinity.</td>
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<td>• Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</td>
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<tr>
<td>Land Use and Planning Conflict with Applicable Land Use Plan, Policy, or Regulation</td>
<td>Project-Level Mitigation Measure MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:</td>
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<td>• Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.</td>
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### 639 La Brea Project

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City of Los Angeles

Sustainable Communities Project CEQA Exemption

November 2019
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<tr>
<td>Land Use and Planning Physically Divide a Community</td>
<td><strong>Project-Level Mitigation Measure</strong> MM-LU-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>For permanent impacts relating to physically dividing a community, this mitigation measure is not relevant as the Proposed Project does not result in new right-of-way alignments or street vacations. The Proposed Project would replace four existing office and commercial buildings and will provide all required street dedications and improvements.</td>
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<td>• Consider alignments within or adjacent to existing public rights-of-way.</td>
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<td>For any temporary impacts related to construction, the City imposes the following Performance Standard as a condition of approval for the Proposed Project, which is consistent with the SCAG EIR mitigation measures as they avoid or reduce the significant effects related to the physical division of an established community during construction:</td>
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<td>• Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</td>
<td>• Performance Standard TR-2: (Construction Management Plan):</td>
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<td>• Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</td>
<td>o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.</td>
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<td>• Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.</td>
<td>o All delivery truck loading and unloading shall take place on site.</td>
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<td>• Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:</td>
<td>o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<td>o Alignment shifts to minimize the area affected.</td>
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<td>o Reduction of the proposed right-of-way take to minimize the overall area of impact.</td>
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<td>o Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</td>
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<td>• Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.</td>
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<tr>
<td>• Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby</td>
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639 La Brea Project
Sustainable Communities Project CEQA Exemption

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- September 17, 2020 -

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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| Mineral Resources Loss of Availability of a Known Mineral Resource   | Project-Level Mitigation Measure MM-MIN-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:  
  - Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.  
  - Where avoidance is infeasible, minimize impacts | o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.  
  o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.  
  o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account. | The Project Site is zoned C2-1. The Project Site is not located within a Mineral Resources Zone 2 (MRZ-2). The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. The Project Site is currently developed with four office/commercial buildings. Development of the Project Site would not block or hinder access or availability of mineral resources. Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur, and no mitigation is required. |

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5 City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas containing Significant Mineral Deposits in the City of Los Angeles, September 1996.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| **Noise**                                                              | to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:  
  o Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.  
  o Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.  
  o Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.  
  o Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources. | The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:  
  • The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.  
  • The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be |
| **Exposure of Persons to Noise in Excess of Local Standards,**     | **MM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor’s Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:  
  • Install temporary noise barriers during |                                                                                                                                                                                                                                     |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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|        | construction.  
• Include permanent noise barriers and sound-attenuating features as part of the project design.  
• Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.  
• Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.  
• Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.  
• Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.  
• Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.  
• Designate an on-site construction complaint and enforcement manager for the project.  
• Ensure that construction equipment are properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.  
• Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is required, the drills shall be operated in a manner that minimizes noise exposure.  
• Performance Standard N-1: Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturdays.  
• Performance Standard N-2: To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.  
• Performance Standard N-3: The project contractor shall use power construction equipment with noise shielding and muffling devices.  
• Performance Standard N-4: The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.  
Additionally, the City imposes the following Performance Standards as conditions of approval, which are consistent with the SCAG EIR mitigation measures as they will avoid or reduce the significant impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:  
• Increased Noise Levels (Demolition, Grading, and Construction Activities)  
• Performance Standard N-1: Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturdays.  
• Performance Standard N-2: To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.  
• Performance Standard N-3: The project contractor shall use power construction equipment with noise shielding and muffling devices.  
• Performance Standard N-4: The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.  
Additionally, the City imposes the following Performance Standards as conditions of approval, which are consistent with the SCAG EIR mitigation measures as they will avoid or reduce the significant impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:

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<td>Noise Exposure of Persons to Excessive Groundborne Vibration or Noise Levels</td>
<td><strong>MM-NOISE-2(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified</td>
<td>construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 10-dBA reduction in sound level.</td>
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- Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.
- Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.
- Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.
- Use noise barriers to protect sensitive receptors from excessive noise levels during construction.
- Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.
- Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.

The Proposed Project would implement the Performance Standards N-1 through N-6 above as conditions of approval, which is consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant effects of vibration impacts that are in the vicinity of noise-sensitive receptors. |
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<td>that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</td>
<td>jurisdiction and responsibility of public agencies and/or Lead Agencies.</td>
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<td>• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</td>
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<td>• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</td>
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<td>• For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</td>
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<td>• For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.</td>
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<p>| Population and Housing Displacement of Housing, Requiring Replacement Housing Elsewhere | Project-Level Implementation Measures | This Mitigation Measure is not relevant to the Proposed Project as the Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by four office/commercial buildings. No displacement of existing housing would occur with the development of the Proposed Project, and therefore, none of the suggested measures are applicable. |</p>
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<td>feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</td>
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<td>• Prioritize the use existing ROWs, wherever feasible.</td>
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<td>• Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</td>
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<td>Public Services</td>
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<tr>
<td>Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services</td>
<td>Project-Level Mitigation Measure MM-PS-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</td>
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<td>• Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.</td>
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<td></td>
<td>• During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-3(b), MM-CUL-4(b)</td>
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<td>This Mitigation Measure is not incorporated because existing facilities are capable of providing acceptable response times for fire protection and emergency response services. Specifically, the Los Angeles Fire Department considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles in this instance). The Project Site is served by LAFD Station No. 61, approximately 0.6 miles northwest of the Project Site. Therefore, fire protection response with existing facilities is therefore considered adequate, and Proposed Project impacts would not be significant.</td>
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<td>Additionally, this Mitigation Measure is not incorporated because the City has determined that the following regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-1(b) with respect to avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions:</td>
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<td>• Public Services (LAFD): The following recommendations of the</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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|        | MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. | Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:  
- Fire lanes, where required, shall be a minimum of 20 feet in width;  
- All structures must be within 300 feet of an approved fire hydrant; and  
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.  
- Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department. |

### Public Services

#### Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services

| Project-Level Mitigation Measure | The Proposed Project substantially conforms to this mitigation measure because existing facilities are capable of providing acceptable response times for police protection. The Project Site is currently served by the City of Los Angeles Police Department’s (LAPD) West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Pacific, West L.A., Wilshire, and West Traffic areas. The Wilshire Community Police Station, located at 4861 West Venice Boulevard, approximately 1.8 miles south (driving distance) from the Project Site. Additionally, the Proposed Project would implement the following Performance Standards as conditions of approval, which are consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant |

| MM-PS-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including: |
Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.</td>
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<td>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.</td>
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<td>• During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</td>
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<td>Effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions:</td>
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<td>• Performance Standard PS-1 Public Services (Police – Demolition/Construction Sites):</td>
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<td>o Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.</td>
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<td>• Performance Standard PS-2 Public Services (Police):</td>
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<td>o The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to &quot;Design Out Crime Guidelines: Crime Prevention Through Environmental Design&quot;, published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.</td>
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Public Services

Adverse Impacts Associated with New or

Project-Level Mitigation Measure

MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>Physically Altered Governmental Facilities for School Services</td>
<td>need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</td>
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<tr>
<td>• Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</td>
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<tr>
<td>• During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</td>
<td>measures that avoid or reduce the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions:</td>
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<tr>
<td>• Public Services (Schools): The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.</td>
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| Recreation Increased Use of Physical Deterioration of Recreational Facilities | **Project-Level Mitigation Measure**  
MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of | The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of |
## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</td>
<td>Other public agencies and/or Lead Agencies:</td>
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<td>- Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</td>
<td>- Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</td>
<td>- Recreation (Increased Demand for Parks or Recreational Facilities): Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable Quimby fees for construction of dwelling units.</td>
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<tr>
<td>- Increasing the accessibility to natural areas for outdoor recreation.</td>
<td>- Increasing the accessibility to natural areas for outdoor recreation.</td>
<td>Additionally, the Proposed Project already substantially complies with this Mitigation Measure because it incorporates the following project design features regarding recreational facilities and parks:</td>
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<td>- Promoting infill development and redevelopment to revitalize existing communities.</td>
<td>- Promoting infill development and redevelopment to revitalize existing communities.</td>
<td>- The Proposed Project would include 10,256 square feet of open space. Recreational amenities would include swimming pools and a roof terrace area. These areas provide the opportunity for Project residents, neighbors, and patrons of the retail space to gather.</td>
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<td>- Utilizing “green” development techniques.</td>
<td>- Utilizing “green” development techniques.</td>
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<td>- Promoting water-efficient land use and development.</td>
<td>- Promoting water-efficient land use and development.</td>
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<td>- Encouraging multiple uses.</td>
<td>- Encouraging multiple uses.</td>
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<td>- Including trail systems and trail segments in General Plan recreation standards.</td>
<td>- Including trail systems and trail segments in General Plan recreation standards.</td>
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<td>Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of other public agencies and/or Lead Agencies:</td>
<td>Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of</td>
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November 2019  
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<td>such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</td>
<td>The Proposed Project already substantially complies with this Mitigation Measure because it incorporates project design features that avoid or reduce the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies:</td>
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<td><strong>Transportation/ Traffic Conflict with Measures of Effectiveness For Performance of the Circulation System</strong></td>
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<td>Project-Level Mitigation Measure MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</td>
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<td>• Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.</td>
<td>• As an infill mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment, and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.</td>
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<td>• Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.</td>
<td>• The Proposed Project would include 139 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (185480, effective May 9, 2018). A bicycle maintenance area is provided.</td>
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<td>• Provide a vanpool for employees.</td>
<td>• The Proposed Project includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.</td>
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<td>• Fund capital improvement projects to accommodate future traffic demand in the area.</td>
<td>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpool/vanpool use, including:</td>
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<td>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpool/vanpool use, including:</td>
<td>o Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement</td>
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<td>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpool/vanpool use, including:</td>
<td>o Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document)</td>
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<td>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpool/vanpool use, including:</td>
<td>o Signage and striping onsite to encourage</td>
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<td>bike safety</td>
<td>• Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials&lt;br&gt;• Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.&lt;br&gt;• Direct transit sales or subsidized transit passes&lt;br&gt;• Guaranteed ride home program&lt;br&gt;• Pre-tax commuter benefits (checks)&lt;br&gt;• On-site car-sharing program (such as City Car Share, Zip Car, etc.)&lt;br&gt;• On-site carpooling program&lt;br&gt;• Distribution of information concerning alternative transportation options&lt;br&gt;• Parking spaces sold/leased separately&lt;br&gt;• Parking management strategies; including attendant/valet parking and shared parking spaces.</td>
<td>• Improve sidewalks adjacent to and within the Project.&lt;br&gt;• Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale lighting, etc, along La Brea Avenue.&lt;br&gt;• Provide pedestrian-scale retail commercial uses along street frontages.&lt;br&gt;• Provide an on-site transit information kiosk.&lt;br&gt;• Provide on-site concierge service to facilitate use of transit, taxis, shuttles, and transportation network companies.</td>
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<td>• Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.</td>
<td>Additionally, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measures as they avoid or reduce the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies:</td>
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<td>• Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.</td>
<td>• Project Condition TR-1: (Construction Management Plan)&lt;br&gt;• A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.&lt;br&gt;• All delivery truck loading and unloading shall take place on site.&lt;br&gt;• The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to</td>
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<td>• Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.</td>
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<td>maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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- Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.
- Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.
- Purchase, or create incentives for purchasing, low or zero-emission vehicles.
- Create local “light vehicle” networks, such as neighborhood electric vehicle systems.
- Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.
- Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.
- Project Selection:
  - Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
  - Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.
- Public Involvement:
  - Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.
- Transit and Multimodal Impact Fees:
  - Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.
  - Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.
- System Monitoring:
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<td>o Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.</td>
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<td>• Arterial Traffic Management:</td>
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<td>o Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.</td>
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<td>• Signal Synchronization:</td>
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<td>o Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.</td>
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<td>• HOV Lanes:</td>
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<td>o Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.</td>
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<td>• Delivery Schedules:</td>
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<td>o Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.</td>
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<td>o Implement and supporting trip reduction programs.</td>
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<td></td>
<td>o Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.</td>
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<td>• Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.</td>
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<td>• Bicycle and Pedestrian Trails:</td>
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<td>o Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.</td>
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<td>• Bicycle Safety Program:</td>
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<td>o Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.</td>
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<td>• Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<tr>
<td>- Bicycle Parking:</td>
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<td>o Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).</td>
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<td>- Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:</td>
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<td>o Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;</td>
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<td>o Eliminate or reduce minimum parking requirements for new buildings;</td>
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<td>o “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);</td>
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<td>o Use parking pricing to discourage private vehicle use, especially at peak times;</td>
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<td>o Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;</td>
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<td>o Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;</td>
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<td>o Encourage shared parking programs in mixed-use and transit-oriented development areas.</td>
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<td>- Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:</td>
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<td>o Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;</td>
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<td>o Encourage special event center operators to advertise and offer discounted transit passes with event tickets;</td>
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<tr>
<td>o Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking</td>
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<td>o Promote the use of bicycles by providing space for the operation of valet bicycle parking service.</td>
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<td>- Parking “Cash-out” Program:</td>
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<tr>
<td>o Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle</td>
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<td><strong>Pedestrian and Bicycle Promotion:</strong></td>
<td>The Proposed Project already substantially complies with this Mitigation Measure because it incorporates project design features that avoid or reduce the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways:</td>
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<td></td>
<td>o Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.</td>
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<td></td>
<td><strong>Fleet Replacement:</strong></td>
<td>o As a mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.</td>
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<td></td>
<td>o Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.</td>
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<tr>
<td>Transportation/ Traffic</td>
<td><strong>Project-Level Mitigation Measure</strong></td>
<td>o The Proposed Project would include 139 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City’s Bicycle Ordinance (185480, effective May 9, 2018).</td>
</tr>
<tr>
<td>Conflict with Applicable</td>
<td><strong>MM-TRA-2(b).</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:</td>
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<td>Congestion Management</td>
<td>- Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:</td>
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<tr>
<td>Program</td>
<td>o Advocate for a regional, market-based system to price or charge for auto trips during peak hours.</td>
<td>- As a mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.</td>
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<td>o Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.</td>
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<td>o Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or</td>
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<td>o The Proposed Project would include 139 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City’s Bicycle Ordinance (185480, effective May 9, 2018).</td>
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639 La Brea Project  
Sustainable Communities Project CEQA Exemption  
City of Los Angeles  
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<td>streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.</td>
<td>bicycle maintenance area is provided.</td>
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<td></td>
<td>Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.</td>
<td>The Proposed Project includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.</td>
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<td>Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.</td>
<td>o Improve sidewalks adjacent to and within the Project.</td>
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<td>Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency:</td>
<td>o Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale lighting, etc, along La Brea Avenue.</td>
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<td>A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.</td>
<td>o Provide pedestrian-scale retail commercial uses along street frontages.</td>
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<td>Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</td>
<td>o Provide an on-site transit information kiosk.</td>
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<td>Location of construction staging areas for materials, equipment, and vehicles at an approved location.</td>
<td>o Provide on-site concierge service to facilitate use of transit, taxis, shuttles, and transportation network companies.</td>
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<td>A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.</td>
<td>Additionally, the Proposed Project is consistent with the SCAG EIR Mitigation Measure as it would avoid or reduce the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The Proposed project would incorporate the following Condition to reduce short term construction impacts:</td>
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<td>Provision for accommodation of pedestrian flow.</td>
<td>• Performance Standard TR-1 (Construction Management Plan):</td>
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<td>As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers</td>
<td>o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures,</td>
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Additional information:

- **639 La Brea Project**
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>do not park in on street spaces.</td>
<td>traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.</td>
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<td>o Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.</td>
<td>o All delivery truck loading and unloading shall take place on site.</td>
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<td>o Any heavy equipment brought to the construction site shall be transported by truck, where feasible.</td>
<td>o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<td>o No materials or equipment shall be stored on the traveled roadway at any time.</td>
<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>o Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.</td>
<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>o All equipment shall be equipped with mufflers.</td>
<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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<td>o Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.</td>
<td>Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:</td>
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<td>o Promote “least polluting” ways to connect people and goods to their destinations.</td>
<td>o Ensure transportation centers are multi-modal to allow transportation modes to intersect.</td>
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<td>• Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:</td>
<td>o Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.</td>
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<td>o To the extent feasible, extend service and hours of operation to underserved arterials</td>
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<td>and population centers or destinations such as colleges.</td>
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<td></td>
<td>• Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.</td>
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<td>• Coordinate schedules and routes across service lines with neighboring transit authorities.</td>
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<td>• Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles).</td>
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<td>• Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so.</td>
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<td>• Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.</td>
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<td>• Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</td>
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<td>• Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.</td>
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<td>• Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>o Ensure transit stops and bus lanes are safe, convenient, clean and efficient.</td>
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<td>o Ensure transit stops have clearly marked street-level designation, and are accessible.</td>
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<td>o Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.</td>
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<td>o Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.</td>
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<td>• Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>o Develop a Regional Pass system to reduce the number of different passes and tickets required of system users.</td>
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<td>o Implement “Smart Bus” technology, using</td>
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<td>GPS and electronic displays at transit stops to provide customers “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service).</td>
<td>o Investigate the feasibility of an on-line trip-planning program.</td>
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<td>Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:</td>
<td>o Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic.</td>
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<td>Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:</td>
<td>o Designate a certain percentage of parking spaces for ride-sharing vehicles.</td>
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<td>Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:</td>
<td>o Advocate for legislation to maintain and expand incentives for employer ridesharing programs.</td>
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<td>Implement a “guaranteed ride home” program.</td>
<td>o Require the development of Transportation Management Associations for large employers and commercial/industrial complexes.</td>
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<td>Investigate the feasibility of an on-line trip-planning program.</td>
<td>o Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.</td>
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<td>Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.</td>
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<td>Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.</td>
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<td>Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.</td>
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<td>•</td>
<td>Work with existing shuttle service providers to coordinate their services.</td>
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<td>•</td>
<td>Facilitate employment opportunities that minimize the need for private vehicle trips, including:</td>
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<td>o</td>
<td>Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</td>
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<td>o</td>
<td>Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.</td>
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<td>Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.</td>
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<td>Organize events and workshops to promote GHG-reducing activities.</td>
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<td>•</td>
<td>Implement a Parking Management Program to discourage private vehicle use, including:</td>
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<td>o</td>
<td>Encouraging carpools and vanpools with preferential parking and a reduced parking fee.</td>
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<td>o</td>
<td>Institute a parking cash-out program.</td>
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<td>o</td>
<td>Renegotiate employee contracts, where possible, to eliminate parking subsidies.</td>
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<td>o</td>
<td>Install on-street parking meters with fee structures designed to discourage private vehicle use.</td>
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<td>o</td>
<td>Establish a parking fee for all single-occupant vehicles.</td>
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<td>Work with school districts to improve pedestrian and bicycle to schools and restore school bus service</td>
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<td>Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.</td>
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<td>Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.</td>
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<td>Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.</td>
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<td>•</td>
<td>Synchronize traffic signals to reduce congestion and air quality.</td>
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<td>• Work with community groups and business associations to organize and publicize walking tours and bicycle events.</td>
<td>The Proposed Project would implement the following Performance Standard as a condition of approval, which is consistent with the SCAG EIR mitigation measures as they avoid or reduce impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies:</td>
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<td>• Support legislative efforts to increase funding for local street repair.</td>
<td>• Performance Standard TR-2 (Construction Management Plan):</td>
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<td>Transportation/ Traffic Inadequate Emergency Access</td>
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<td>o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.</td>
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<tr>
<td>Hazardous Materials Impair or Interfere with Emergency Response or Evacuation Plan</td>
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<td>o All delivery truck loading and unloading shall take place on site.</td>
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<tr>
<td>Construction</td>
<td>Project-Level Mitigation Measure</td>
<td>o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<tr>
<td>MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>pedestrians in all areas potentially affected by project construction.</td>
<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</td>
<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</td>
<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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<td>- Storage of construction materials only in designated areas.</td>
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<td>• Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</td>
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<td>• Enhance emergency preparedness awareness among public agencies and with the public at large.</td>
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<td>• Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:</td>
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<td>- Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.</td>
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<td>- Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.</td>
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<td>- Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction’s ability to function.</td>
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**Utilities and Service Systems Require New Water or**

**Project-Level Mitigation Measure**

**MM-US-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities.

The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance: 

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Sustainable Communities Project CEQA Exemption

City of Los Angeles
November 2019
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<td>Wastewater Treatment Facilities</td>
<td>and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan. Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.</td>
<td>measures that avoid or reduce the significant effects on utilities and service systems: o Utilities (Low Impact Development Plan): Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. o Utilities (Water): As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase. o Utilities (Water): The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Utilities (Water): The Proposed Project would be required to...</td>
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### Utilities and Service Systems Require New or Expanded Entitlements for Water Supply

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<td>Project-Level Mitigation Measure</td>
<td>provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants’ needs.</td>
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<td><strong>MM-USS-4(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:</td>
<td>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:</td>
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<td>Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</td>
<td>o As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.</td>
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<td>Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</td>
<td>o The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in</td>
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<td>Implement water conservation best practices such as low-flow toilets, water-efficient clothes</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>washers, water system audits, and leak detection and repair.</td>
<td>the cooler months and during the rainy season.</td>
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<td>• Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.</td>
<td>o The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants’ needs.</td>
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<td>• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.</td>
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<td>• Avoid designs that require continual dewatering where feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.</td>
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<td>Utilities and Service Systems Landfill with Sufficient Capacity</td>
<td>Project-Level Mitigation Measure MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</td>
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<td>• Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:</td>
<td>The Proposed Project already substantially conforms with this mitigation measure as it is subject to the following regulatory compliance measure that avoids or reduces the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies:</td>
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<td>o Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</td>
<td>• Utilities (Solid Waste Recycling)</td>
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<td>o Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</td>
<td>o (Operational) All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.</td>
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<td>o Source reduction through (1) use of</td>
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**639 La Brea Project**

Sustainable Communities Project CEQA Exemption

City of Los Angeles

November 2019

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<td>materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</td>
<td>o (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project’s regular solid waste disposal program.</td>
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<td>o Reuse of existing structure and shell in renovation projects.</td>
<td>o (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.</td>
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<td>o Design for deconstruction without compromising safety.</td>
<td>o (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.</td>
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<td>o Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.</td>
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<td>o Development of indoor recycling program and space.</td>
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<td>o Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</td>
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<td>o Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.</td>
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<td>o Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.</td>
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<td>o Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</td>
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<td>o Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</td>
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<td>o Develop alternative waste management</td>
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<td>strategies such as composting, recycling, and conversion technologies.</td>
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<td>o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</td>
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<td>o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</td>
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<td>o Integrate reuse and recycling into residential industrial, institutional and commercial projects.</td>
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<td>o Provide recycling opportunities for residents, the public, and tenant businesses.</td>
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<td>o Provide education and publicity about reducing waste and available recycling services.</td>
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<td>o Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.</td>
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<td>o Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</td>
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5.0 Performance Standards

5.1 Residential

- The Project shall not contain any more than 200 dwelling units.

5.2 Energy and Water Efficiency

- The project shall be designed to be 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and to achieve 25 percent less water usage than the average household use in the region.

5.3 Cultural Resources

- Performance Standard CR-1 (Cultural Resources):
  o Prior to the commencement of ground disturbing activities, a Cultural Resources Monitoring Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for ground-disturbing activities; a construction worker training program; and discovery and processing protocol for inadvertent discoveries of cultural resources or Tribal Cultural Resources. The plan shall identify the areas of sensitivity determined for cultural resources and Tribal Cultural Resources that require monitoring and detail a protocol for determining circumstances in which additional, or reduced levels of monitoring (e.g., spot checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geoarchaeological setting to determine whether undisturbed sediments (i.e., ‘native’ sediments) capable of preserving archaeological remains are present adjacent to or beneath those sediments disturbed by urban development, and the depth at which these sediments would no longer be capable of containing archaeological material and thereby cease to require an archaeological monitoring to be present. Because of the overall sensitivity for archaeological resources affiliated with Native American occupation, the Monitoring Plan shall consider the extent of existing disturbances and determine the presence of cultural resources within those or surrounding native sediments. The plan shall identify the process for contacting tribal groups in the event of inadvertent discovery of archaeological resources, Tribal Cultural Resources, or human remains.

- Performance Standard CR-2 (Archaeological Resources):
  o In the event that archaeological resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

5.4 Hazards and Hazardous Materials

- Performance Standard HAZ-1 (Dewatering and Groundwater Management Plan):
  o A Dewatering and Groundwater Management Plan (DGMP) shall be prepared and implemented to provide a framework under which work can proceed safely and contaminated groundwater can be properly handled, treated, and disposed of at a licensed disposal facility. Proper handling of the contaminated groundwater would be required regardless of the contamination source.
In the unlikely event that contaminated groundwater is discovered, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy.

- Performance Standard HAZ-2 (Asbestos-Containing Materials and Lead-Based Paint):
  - Disturbance of any ACM material would be handled in accordance with applicable local and state regulations (which include SCAQMD Rule 1403 and Cal/OSHA Asbestos Construction Standard Title 8 CCR 1529).
  - Disturbance of any LBP materials would be handled in accordance with CDPH regulations in residential or public buildings and the US Department of Housing and Urban Development (HUD) and 2010 Toxic Substances Control Act (TSCA) Renovation, Repair and Painting Rule (RRP) in pre-1978 target housing and child-occupied facilities. DOSH or Cal/OSHA requirements must also be followed where employees may be occupationally exposed to lead.

- Performance Standard HAZ-3 (Methane Report):
  - Due to the potential environmental risk associated with construction in Methane Buffer Zones, a Methane Assessment Report shall be conducted prior to the redevelopment of the Project Site.

5.5 Noise

Increased Noise Levels (Demolition, Grading, and Construction Activities):

- Performance Standard N-1: Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

- Performance Standard N-2: To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- Performance Standard N-3: The project contractor shall use power construction equipment with noise shielding and muffling devices.

- Performance Standard N-4: The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 10-dBA reduction in sound level.

- Performance Standard N-5: During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.

- Performance Standard N-6: An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.
5.6 Public Services

- Performance Standard PS-1 Public Services (Police – Demolition/Construction Sites):
  - Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

- Performance Standard PS-2 Public Services (Police):
  - The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

5.7 Transportation and Traffic

- Performance Standard TR-1 (Construction Management Plan):
  - A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.

  - All delivery truck loading and unloading shall take place on site.

  - The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

  - Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

  - Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

  - The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
639 La Brea Project

Case Number: ENV-2019-1736-SCPE

Project Addresses: 623-671 South La Brea Avenue, Los Angeles, California 90036

Community Plan Area: Wilshire

Council District: 4 - Ryu

Project Description: The Project Site occupies approximately 47,323 square feet (1.08 acres) and is currently developed with 34,268 square feet of commercial/retail and medical office uses. The Proposed Project includes the demolition of the existing commercial buildings and the development of an 8-story mixed-use building with a height of approximately 101 feet and 10 inches in height at the top of the roof parapet (122 feet to the top of the rooftop mechanical equipment and structures), with 121 residential dwelling units, 125 hotel rooms, and approximately 13,037 square feet of restaurant space (“Proposed Project”). Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. The Proposed Project would provide 192 vehicle parking spaces within two subterranean levels. The Project would also provide 139 bicycle parking spaces (including 108 long-term spaces and 31 short-term spaces). The Proposed Project would provide approximately 10,256 square feet of open space. The Proposed Project would include 201,123 square feet of total floor area resulting in a floor area ratio (FAR) of 4.25:1.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Parker Environmental Consultants

APPLICANT:
La Brea Bliss, LLC

November 2019*

*A previous version of this Sustainable Communities Project CEQA Exemption (SCPE) was prepared and dated November 2019. The previous version included plans (Figure 5-16) from a prior iteration of the proposed project. This revised SCPE includes the correct plans, dated September 24, 2019 (Figures 5-16), reflecting the currently proposed project as detailed in the Project Description. No other material or analytical changes were made to this document.
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Attachment B ..........................................................Protected Tree Report
Attachment C ..........................................................Phase I Environmental Site Assessment (ESA)
Attachment D ..........................................................Geotechnical Investigation Report
Attachment E ..................................................Historic Resource Assessment Report and Impact Analysis
Attachment F.1 ..................................................Energy Reduction Report
Attachment F.2 ..................................................Total Water Use Reduction Report
1.0 Project Description

1.1 Project Location

The Project Site is located at 623-671 South La Brea Avenue in the City of Los Angeles, California and is comprised of twelve contiguous parcels legally described as Lot 38 through Lot 48, and a portion of Lot 49, of Tract 5273. The lots total approximately 47,323 square feet or 1.08 acres. The Project Site is located within the boundaries of the Wilshire Community Plan area. The Project Site’s location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map.

1.2 Existing Conditions

The Project Site is located in the C2-1 zone. The General Plan land use designation for the Project Site is General Commercial. Figure 2, Zoning and General Plan Land Use Designations, shows the existing zoning and land use designations on the Project Site and in the surrounding area. The Project Site fronts approximately 451 feet along the west side of South La Brea Avenue and is currently developed with five buildings consisting of two vacant building and three occupied buildings. The occupied buildings include a fabric shop, a printing shop, and an urgent care/medical office use. Based on Los Angeles County Assessor data, the existing site is developed with approximately 34,268 square feet of building area. An aerial photograph identifying the Project Site and its surrounding land uses is depicted in Figure 3. Photographs of the Project Site and the surrounding land use shown in Figure 4 and Figure 5, respectively. The Project Site’s property addresses, APN and land uses are summarized in Table 1, Summary of the Project Site Area.

<table>
<thead>
<tr>
<th>Addresses</th>
<th>APN</th>
<th>Existing Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>623 and 625 South La Brea</td>
<td>5508007018</td>
<td>2,400 sf vacant commercial building</td>
</tr>
<tr>
<td>627 and 629 South La Brea Avenue</td>
<td>5508007019</td>
<td>Approx. 4,040 sf One-Story Commercial Building (Sharp Printing)</td>
</tr>
<tr>
<td>631 South La Brea Avenue</td>
<td>5508007020</td>
<td>Surface Asphalt Parking</td>
</tr>
<tr>
<td>633, 635, 635 ½ and 637 South La Brea Avenue</td>
<td>5508007021</td>
<td>Approx. 6,748 sf Two-Story Medical Office Building (La Brea Urgent Care/The Sleep Institute)</td>
</tr>
<tr>
<td>639, 641, 643, 645, 647, 649, 651, 653, and 655 South La Brea Avenue</td>
<td>5508007022</td>
<td>Approx. 17,080 SF Two-Story Commercial/Retail Building (Mood Fabrics)</td>
</tr>
<tr>
<td>659 and 661 South La Brea Avenue</td>
<td>5508007023</td>
<td>4,000 sf vacant commercial building</td>
</tr>
<tr>
<td>665, 667, 669 and 671 South La Brea Avenue</td>
<td>5508007901</td>
<td>Area Currently Fenced and Under Construction (MTA Wilshire and La Brea Station)</td>
</tr>
</tbody>
</table>

Figure 1
Project Location Map
Figure 2
Zoning and General Plan Land Use Designations

Source: ZIMAS, City of Los Angeles, Department of City Planning, 2019.
Figure 3
Aerial Photograph of the Project Vicinity
Source: Google Earth, Aerial View, 2016
Figure 4
Photographs of the Project Site
Views 1-5

View 1: From the west side of La Brea Avenue, looking south at the Project Site.

View 2: From the east side of La Brea Avenue, looking southwest at the Project Site.

View 3: From the east side of La Brea Avenue, looking northwest at the Project Site.

View 4: From the east side of La Brea Avenue, looking southwest at the Project Site.

View 5: From the east side of La Brea Avenue, looking southwest at the Project Site.

Source: Parker Environmental Consultants, 2017
View 6: From the west side of S. Detroit Street, looking northeast at the properties to the west of the Project Site.

View 7: From the east side of La Brea Avenue, looking southwest at the construction of a Metro Purple Line station.

View 8: From the west side of La Brea Avenue, looking southeast at the properties to the east of the Project Site.

View 9: From the northwest corner of the intersection of La Brea Avenue and Wilshire Boulevard, looking northeast at properties to the east of the Project Site.

View 10: From the east side of La Brea Avenue, looking north west at properties to the north of the Project Site.

Source: Parker Environmental Consultants, 2017
Abutting the Project Site to the south is the Wilshire/La Brea Purple Line Metro Station that is currently under construction. The rear of the Property adjoins a public alley that intersects West 6th Street to the north and curves east onto La Brea Avenue south of the Property. Land uses to the west, across the alley include 3, 4 and 5-story residential buildings. The land uses to the north include surface parking, a retail business and a gas station. Land uses to the east, across South La Brea include commercial retail uses, a building occupied by telecommunications equipment, and surface parking.

1.3 Proposed Project Description

The Proposed Project would include the demolition of the existing buildings and surface parking on the Project Site and the construction and operation of an 8-story mixed-use building with a height of approximately 101 feet and 10 inches in height at the top of the roof parapet (122 feet to the top of the rooftop mechanical equipment and structures), with 121 residential dwelling units, approximately 125 hotel rooms, and approximately 13,037 square feet of restaurant space ("Proposed Project"). Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. The Proposed Project would provide 192 vehicle parking spaces in two subterranean levels with a 40% reduction in code-required parking for the commercial uses pursuant to the TOC Guidelines. The Project would also provide 139 bicycle parking spaces (including 108 long-term spaces and 31 short-term spaces) pursuant to the Bicycle Ordinance. The Proposed Project would provide approximately 10,256 square feet of open space and amenity areas with a 25% reduction in required open space pursuant to LAMC Section 12.22.A.25(g)(2). The Proposed Project would include 201,123 square feet of total floor area resulting in a floor area ratio (FAR) of 4.25:1.¹ A summary of the Proposed Project is provided in Table 2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 6, Plot Plan. The floor plans are illustrated in Figure 7 through Figure 10.

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Proposed Units</th>
<th>Proposed Floor Area (Square Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Family Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-Bedroom</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>2-Bedroom</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>3-Bedroom</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Multi-family Residential:</strong></td>
<td><strong>121 du</strong></td>
<td><strong>130,138 sf</strong></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td>125 guest rooms</td>
<td>57,948 sf</td>
</tr>
<tr>
<td>Restaurant</td>
<td>--</td>
<td>13,037 sf</td>
</tr>
<tr>
<td><strong>Subtotal Commercial:</strong></td>
<td>--</td>
<td><strong>70,985</strong></td>
</tr>
<tr>
<td>TOTAL FLOOR AREA</td>
<td></td>
<td><strong>201,123 sf</strong></td>
</tr>
</tbody>
</table>

¹ Lot 49 is currently being occupied and used by Metro as construction lay down space in conjunction with the Metro Purple Line Station, which such use is expected to continue until at least 2023. The proposed tract map will consolidate lots 38 through 48 and a portion of lot 49 into Lot 1 (proposed Project Site) and the remaining portion of lot 49 (comprising approximately 4,616 square feet) will become Lot 2. The proposed floor area and number of dwelling units and guest rooms is based on the lot area of Lot 1 only, which is 47,232 square feet in size (and 51,866 square feet in size including half the alley). The applicant has not developed any plans for future development of Lot 2. Any potential future programming on Lot 2 following completion of the Metro Purple Line Station, is not a part of the Proposed Project and is not envisioned at this time. Review of such uncertain future development would be speculative.
Cellar Levels 1 and 2 Floor Plans

Level 3 Floor Plan

Typical Level 4 to 7 Floor Plan

Level 8 Floor Plan

Roof Floor Plan

Vesting Tentative Tract Map

The proposed Vesting Tentative Tract Map No. 82618 occupies approximately 51,939 square feet of lot area, and includes lots 38 through 49 of Tract No.5273 Map Book 55-52 in the City of Los Angeles, County of Los Angeles, CA. The proposed tract map will consolidate lots 38 through 48 and a portion of lot 49 into Lot 1 (proposed Project Site) and the remaining portion of lot 49 will become Lot 2. The proposed floor area and number of dwelling units and guest rooms is based on the lot area of Lot 1 only, which is 47,232 square feet in size (and 51,866 square feet in size including half the alley). Lot 2 is comprised of 4,616 square feet and is not used for the purposes of density and floor area.

Residential Uses

As shown in Table 2, above, the Proposed Project would include a maximum of 121 dwelling units with approximately 130,138 square feet of residential floor area (including circulation and amenity areas). The unit mix includes 70 one-bedroom units, 45 two-bedroom units, and 6 three-bedroom units. Of the 121 proposed residential units, 11 percent of the units (14 units) would be reserved at the “extremely low income” level. The dwelling units would be located on levels two through five. No residential units would be located on the ground level. Since the Proposed Project would provide a minimum number of on-site restricted affordable housing units, it is considered an “Eligible Housing Development” which would allow the Proposed Project base incentives and additional incentives per the TOC Guidelines.

Commercial Uses

The Proposed Project would include 125 guest rooms with approximately 57,948 square feet of hotel floor area. The Proposed Project would include a total of approximately 13,037 square feet of restaurant space that would front La Brea Avenue.

Floor Area

The Project Site includes a gross lot area of 47,323 square feet. Development on the Project Site is limited to a floor area ratio of 1.5:1 based on existing zoning. Per the TOC Guidelines, the Proposed Project is allowed an additional increase in residential FAR to 4.25:1 for a Tier 4 project located in a commercial zone. The Proposed Project would include 130,139 square feet of residential space and 70,985 square feet of commercial space. As such, the Proposed Project includes a total of approximately 201,123 square feet of floor area, resulting in a FAR of 4.25:1.

Density

Under its zoning designation, residential uses proposed on a C2 zone shall be in compliance with the density regulations of the R4 Zone. As such, the minimum lot area per dwelling unit is 400 square feet and the minimum lot area per guest room is 200 square feet. Pursuant to LAMC Section 12.22.C.16, the area of one-half of the alley may be included for purposes of calculating density. With the addition of the area of one-half of the alley, the total area for the density calculation is 51,866 square feet. Therefore, a base density of 130 dwelling units and 259 hotel guest rooms are allowed for the Project Site. The Proposed Project proposes a total of 121 dwelling units and 125 guest rooms.

Height

As stated previously, the Project Site is located in Height District 1, which has no height limitation but limits development by FAR, which is described above. The proposed eight-story building is planned for a roof height of 101 feet and 10 inches above grade, and a maximum height of 122 feet to the top of the rooftop mechanical equipment and structures. The Proposed Project’s building sections and elevations are provided in Figure 11 through 14.
Figure 11
Building Sections - Hotel and Restaurants

Hotel and Hotel Restaurant Section

Hotel Restaurant Section

Hotel Lobby Section

Figure 12
Building Sections - Residential and Commercial

Residential Lobby Section

Retail and Residential Section
Figure 13
East and West Elevations
Figure 14
North and South Elevations

South Elevation
(From Wilshire Blvd.)

North Elevation
(From W. 6th St.)

Setbacks

Pursuant to LAMC Section 12.14.C, no front, side, or rear yard setbacks are required in the C2 Zone for commercial developments. For residential uses in the C2 zone, side yards and rear yards conforming to the requirements of the R4 Zone shall be provided and maintained at the floor level of the first story used in whole or in part for residential purposes. Pursuant to the TOC Guidelines, eligible housing developments located in any commercial zone may utilize any or all of the yard requirements for the RAS3 zone per LAMC Section 12.10.5. As such, five-foot side yard setbacks and a 15-foot rear yard setback are proposed for the Proposed Project, consistent with the RAS3 zone requirements pursuant to the LAMC and TOC Guidelines.

Open Space

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 3, Summary of Required and Proposed Open Space Areas, below. The Proposed Project would be required to provide 13,675 square feet of open space. Per the TOC Guidelines, the Proposed Project would be allowed a 25 percent reduction in required open space for a Tier 4 development. As such, the Proposed Project would be required to provide 10,256 square feet of open space. The Proposed Project would provide approximately 10,256 square feet of open space in the form of common space, recreation rooms, and private open space. The Proposed Project would be required to provide a minimum of one tree per every four units for a total of 31 required trees on-site. The Proposed Project would provide a minimum of 31 trees on-site. The Proposed Project’s composite landscape plan is provided as Figure 15.

<table>
<thead>
<tr>
<th>LAMC Open Space Requirements</th>
<th>Dwelling Units</th>
<th>Required Open Space (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 3 Habitable Rooms (100 sf/du)</td>
<td>70</td>
<td>7,000</td>
</tr>
<tr>
<td>Equal to 3 Habitable Rooms (125 sf/du)</td>
<td>45</td>
<td>5,625</td>
</tr>
<tr>
<td>More than 3 Habitable Rooms (175 sf/du)</td>
<td>6</td>
<td>1,050</td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td><strong>121</strong></td>
<td><strong>13,675</strong></td>
</tr>
<tr>
<td>Reduction allowed per TOC Guidelines (25%):</td>
<td></td>
<td><strong>- 3,419</strong></td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td><strong>10,256</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Open Space Area</th>
<th>Proposed Open Space (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Common Space</td>
<td>2,564</td>
</tr>
<tr>
<td>Recreation Rooms</td>
<td>2,542</td>
</tr>
<tr>
<td>Private Balconies</td>
<td>5,150</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>10,256 sf</strong></td>
</tr>
</tbody>
</table>

Notes: du = dwelling unit; sf = square feet  

* Includes one-bedroom units.  
* Includes two-bedroom units.  
* Includes three-bedroom units.  
* As an additional incentive pursuant to the TOC Guidelines for Tier 4, the Proposed Project would be requesting a 25% decrease in required open space.

Parking

Pursuant to the TOC Guidelines, the Proposed Project would be allowed to utilize the residential parking requirement of providing no parking spaces for an Eligible Housing Development in a Tier 4 area. As such, the Proposed Project would require no vehicle parking spaces for the residential dwelling units. The parking ratio for the Proposed Project’s hotel use is based on LAMC Section 12.21.A.4(b), which requires one (1) parking space for each guest room or suite for the first 20 guest rooms, one (1) additional parking space for every two guest rooms or suites of rooms in excess of 20 but not exceeding 40 guest rooms, and one (1) additional parking space for every three guest rooms or suites of rooms in excess of 40 guest rooms.

Additionally, pursuant to LAMC Section 12.21.A.4.(c), there shall be at least one automobile parking space for each 100 square feet of restaurant space. Pursuant to the TOC Guidelines, the Proposed Project would be allowed to utilize the non-residential parking reduction of 40 percent, which requires 82 parking spaces for the restaurant space. Therefore, the Proposed Project would be required to provide a total of 149 vehicle parking spaces for the residential, hotel, and restaurant uses. The Proposed Project would provide a total of 192 parking spaces (43 residential spaces, 67 hotel spaces, and 82 restaurant spaces) within the parking garage. Therefore, as summarized in Table 4, the Proposed Project would be consistent with the applicable parking requirements.

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Parking Required</th>
<th>Parking Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td>Rate</td>
<td>Spaces</td>
</tr>
<tr>
<td>TOC Tier 4 Project</td>
<td>121 du</td>
<td>0 a</td>
<td>0</td>
</tr>
<tr>
<td><strong>Subtotal Residential</strong></td>
<td>0</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>Hotel b</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 – 30 Guest Rooms</td>
<td>30 guest rooms</td>
<td>1 per guest room</td>
<td>30</td>
</tr>
<tr>
<td>31 – 60 Guest Rooms</td>
<td>30 guest rooms</td>
<td>1 per 2 guest rooms</td>
<td>15</td>
</tr>
<tr>
<td>&gt; 60 Guest Rooms</td>
<td>66 guest rooms</td>
<td>1 per 3 guest rooms</td>
<td>22</td>
</tr>
<tr>
<td><strong>Subtotal Hotel</strong></td>
<td>67</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>13,037 sf</td>
<td>1 per 100 sf d</td>
<td>136</td>
</tr>
<tr>
<td><strong>TOC Tier 4 Reduction (40%)</strong></td>
<td>- 54</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal Commercial</strong></td>
<td>82</td>
<td>82</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>149</td>
<td>192</td>
</tr>
</tbody>
</table>

Notes:

a For Residential Use: no parking spaces required for a Tier 4 Eligible Housing Development.
b For Hotel Use: LAMC Section 12.21.A.4(b).
c The Applicant is requesting an additional 20% reduction in required hotel parking spaces.
d For Commercial Use: Developments within the State Enterprise Zoning District required to provide 2 parking space for every 1,000 sf of commercial uses. (LAMC Section 12.21A4(x)(3).


The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table 5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC for bicycle parking spaces in providing 139 total short- and long-term spaces on-site. In the event the number of dwelling units is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.
### Table 5
Summary of Required and Proposed Bicycle Parking Spaces

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Parking Required</th>
<th>Total Spaces</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>[a]</td>
<td>Short Term</td>
<td>Long Term</td>
</tr>
<tr>
<td>Residential [b,c]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units 1-25</td>
<td>25</td>
<td>3</td>
<td>25</td>
<td>28</td>
</tr>
<tr>
<td>Units 26-100</td>
<td>75</td>
<td>5</td>
<td>50</td>
<td>55</td>
</tr>
<tr>
<td>Units 101-200</td>
<td>21</td>
<td>1</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td><strong>Subtotal Residential:</strong></td>
<td></td>
<td></td>
<td></td>
<td>95</td>
</tr>
<tr>
<td>Hotel [d]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guest Rooms</td>
<td>125 rooms</td>
<td>13</td>
<td>13</td>
<td>26</td>
</tr>
<tr>
<td><strong>Commercial [e]</strong></td>
<td></td>
<td></td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>Commercial</td>
<td>13,037 sf</td>
<td>9</td>
<td>9</td>
<td>18</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td>31</td>
<td>108</td>
<td>139</td>
</tr>
</tbody>
</table>

**Notes:**
- du = dwelling unit, sf = square feet
- b Short-term bicycle rates for residential uses are as follows: 1 space per 10 units for first 25 units; 1 space per 15 units for units 26-100; and 1 space per 20 units for units 101-200.
- c Long-term bicycle rates for residential units are as follows: 1 space per unit for first 25 units; 1 space per 1.5 units for units 26-100; and 1 space per 2 units for units 101-200.
- d All hotels shall provide both short- and long-term bicycle parking at a rate of one space per 10 guest rooms.
- e Commercial uses including retail shall provide both short- and long-term parking at a rate of one space per 2,000 sf.


### Design and Architecture

Figure 16 illustrates the Proposed Project’s architectural renderings. The Proposed Project would be constructed to incorporate environmentally sustainable building features and construction protocols that meet and exceed the requirements of the Los Angeles Green Building Code. The Proposed Project would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high performance building envelopment. The building would also be designed to accommodate solar photovoltaic panels and on-site electric vehicle chargers. Additionally, other sustainability elements integrated within the Project may include:

- Use of natural ventilation and daylighting throughout the Project to reduce the load and size of electrical and mechanical systems;
- Use of drought resistant planting and grasses to reduce irrigation water use by more than 50%;
- Transportation Demand Management program;
- Re-use of existing commercial land;
- On-site amenities to reduce off-site transportation demand during the day, such as food service, retail shops, and a gym;
- Energy-efficient site lighting and design to meet the Illuminating Engineering Society of North America (IESNA) lighting density and control standards for minimizing light pollution;
- Floor plate layout and modeling of glazing systems that are conducive to daylighting strategies;
- Building systems designed to avoid the use of heating, refrigeration, and fire suppression systems that include chlorofluorocarbons or halon compounds;
- Energy efficient building envelope design, including high performance glazing, cool roof and green roof, and optimized insulation levels;
- Energy efficient lighting and HVAC equipment;
1.4 Discretionary Requests

The City of Los Angeles has the principal responsibility for approving the Proposed Project. Approvals required for development of the Proposed Project may include, but not limited to, the following:

- Vesting Tentative Tract Map, VTT-82618, pursuant to LAMC Section 17.03 to permit the subdivision of the Subject Property.
- A Transit Oriented Communities (TOC) project pursuant to LAMC Section 12.22.A.31 to permit a Housing Development Project dedicating 11% of total density for units restricted to Extremely Low Income Households in exchange for base incentives permitted by the TOC program and the additional incentives below:
  - An Additional TOC Incentive pursuant to LAMC Section 12.22.A.25(g)(2) to permit RAS3 setbacks in lieu of the setbacks otherwise required in the C2 zone;
  - An Additional TOC Incentive pursuant to LAMC Section 12.22.A.25(g)(2) to permit a 25% reduction in required open space.
- Master Conditional Use Permit pursuant to LAMC Section 12.24 W.1 to permit the sale and dispensing of alcohol on-site; and
- A Conditional Use Permit pursuant to LAMC Section 12.24.W.24 to permit a hotel within 500-feet of a residentially zoned property; and
- Site Plan Review pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a project with more than 50 dwelling units.

Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project, including certificates, permits to remove on-site and off-site trees, demolition permits, haul route approval, grading and associated building permits.
Perspective Elevation

View North on S. La Brea Avenue

2.0 Sustainable Communities Strategy Criteria

2.1 Sustainable Communities Strategy – Public Resources Code (PRC) § 21155

PRC § 21155(a). Consistency with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.

**Consistent.** The Property is zoned C2-1 and designated for General Commercial land uses by the Wilshire Community Plan, which include restaurant, hotel, and multi-family residential. The Proposed Project is subject to the design regulations of the LAMC and allowed Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) incentives, where applicable. Pursuant to Section 12.17.1 of the LAMC, the zoning permits density equivalent to the R4 Zone at a ratio equivalent to one dwelling unit per 400 square feet of land area, allowing up to 130 dwelling units. Additionally, guest rooms are allowed at a ratio equivalent to one guest room per 200 square feet of land area, allowing up to 259 guest rooms. The Proposed Project would include 121 dwelling units and 125 hotel guest rooms. Yards shall be provided in accordance with the RAS3 Zone, pursuant to the TOC Guidelines. The Project Site is designated as Height District 1 in the C2 Zone, which permits unlimited height and a base Floor Area Ratio (FAR) of 1.5:1. The Project Site is located within Tier 4 of the City’s TOC program, which permits a residential FAR of 4.25:1 in Commercial Zones. The Proposed Project would be consistent with the required open space, vehicle parking, and bicycle parking requirements of the LAMC with applicable TOC Guidelines reductions. The Proposed Project complies with all applicable provisions of LAMC Section 12.22.A.31 and the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (added by Ordinance No. 184,745).

The Project is consistent with the general land use designation, density, and building intensity in the Southern California Association of Government’s (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use types into 35 “place types,” and then classified sub-regions into one of three land use development categories: Urban, Compact, or Standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. (SCAG, 2016 RTP/SCS, p. 20-21.)

SCAG’s 2016-2040 RTP/SCS growth strategy defines various urban footprint place types (SCAG, 2016-2040 RTP/SCS Appendix: SCS Background Documentation (at page 90), “Place Types Categorized into Land Development Categories (LDCs)”; SCAG 2016-2040 RTP/SCS Appendix: SCS Background Documentation (at page 90), “Urban Footprint—Place Types Summary,” (at pages 1-2). The Project is consistent with the Town Mixed-Use place types within the “Compact” Land Development Category. Each category is briefly described and a Project summary illustrating general consistency with these categories is provided below.

- Town Mixed-Use areas are walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured, above or below ground. The typical land use mix for this place type is approximately 26 percent residential, 20 percent employment, 29 percent mixed use, and

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25 percent open space/civic. The residential mix is 100 percent multi-family. The average total net Floor Area Ratio (FAR) is 1.9:1 and the gross density ranges from 7 to 35 households per acre (SCAG, 2016-2040 RTP/SCS Appendix: SCS Background Documentation, p. 90, “Urban Footprint—Place Types Summary.”)

Based on Exhibit 5 and Exhibit 6 of SCAG’s SCS Background Documentation, the Project Site and surrounding area are within the “Compact” Land Development Category (SCAG, 2016-2040 RTP/SCS Appendix: SCS Background Documentation, p. 10-11). The 2016-2040 RTP/SCS provides the following definition for the “Compact” Land Development Category:

**Compact.** These areas are less dense than those in the Urban Land Development Category, but they are highly walkable with a rich mix of retail, commercial, residential and civic uses. These areas are most likely to occur as new growth on the urban edge, or as large-scale redevelopment. They have a rich mix of housing, from multifamily and attached single-family (townhome) to small- and medium lot single-family homes. These areas are well served by regional and local transit service, but they may not benefit from as much service as urban growth areas and are less likely to occur around major multimodal hubs. Streets in these areas are well connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached by walking, biking, taking transit, or with a short auto trip. (SCAG, 2016-2040 RTP/SCS, at page 20.)

As described above, the Proposed Project would include the development of a Tier 4 TOC Project with 121 residential dwelling units, 125 hotel rooms, and approximately 13,037 square feet of restaurant space. The Proposed Project would include 201,123 square feet of total floor area resulting in a floor area ratio (FAR) of 4.25:1. The Proposed Project’s average residential density is 112 units per acre. Thus, the Project is consistent with the SCAG “Urban” Land Use Designation, as well as the associated density and building intensity assumptions in SCAG’s 2016-2040 RTP/SCS. Furthermore, the Proposed Project is consistent with the applicable goals and policies in the 2016 RTP/SCS, as outlined in Attachment B. As such, the Project is consistent with this criterion.

**PRC § 21155(b).** To be considered a Transit Priority Project (TPP) as defined by §21155(b), the project must meet all of the following criteria. A TPP shall:

1) Contain at least 50 percent residential use, based on total building square footage and, if the project contain between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

**Consistent.** The Proposed Project includes the development of a mixed-use development with residential, hotel and commercial restaurant land uses. The Proposed Project would include a total of 201,123 square feet of floor area resulting in a floor area ratio (FAR) of 4.25:1. The breakdown of area by land use is as follows:

- Residential Floor Area: 130,138 sf (65 %)
- Hotel Floor Area: 57,344 sf (28 %)
- Restaurant Floor Area: 13,037 sf (6 %)
Based on the above calculations, nonresidential floor area accounts for approximately 34% of the total floor area, however the Proposed Project has an FAR in excess of 0.75, therefore the Proposed Project meets the criteria in PRC Section 21155(b).

2) Provide a minimum net density of at least 20 units per acre;

Consistent. The Proposed Project would include 121 residential dwelling units on a 47,323 square foot (1.08 acre) Project Site. The Proposed Project’s average residential density is 112 units per acre. Therefore, the Proposed project would be consistent with this criterion.

(3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area further than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

Consistent. The Project Site is designated as a Transit Priority Area and is within ¼-mile (walking distance) of major transit stops at the intersection of La Brea Avenue/6th Street (approximately 150 feet south of the Project Site) and Wilshire Boulevard/La Brea Avenue (approximately 220 feet north of the Project Site). La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during commute peak hours, including Metro lines: 20, 212, and 720. Additionally, a Metro Purple Line railway station is currently under construction, immediately adjacent to the south of the Project Site, at the intersection of Wilshire Boulevard and La Brea Avenue. Therefore, the Proposed Project is located within ¼-mile of a high-quality transit corridor and the future Wilshire Boulevard and La Brea Avenue Metro Purple Line station.

PRC § 21155.1(a). The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

Consistent. The Project Site is located within a highly urbanized area in the City of Los Angeles and is adequately serviced by the LADWP (water and electricity), the Bureau of Sanitation (sewer), natural gas (Southern California Gas Company), and telecommunications (cable and internet). The Project Site is currently developed with commercial and office land uses and is adequately served by the existing utility infrastructure. Thus, development of the Proposed Project would not require the extension of utilities or roads to accommodate the proposed development.

The Parks Dedication and Fee Update Ordinance (Park Fee Ordinance), Ordinance No. 184,505 (effective January 11, 2017) established a new citywide park fee and applies to all new residential dwelling units and joint living and work quarters, except affordable housing units and secondary dwelling units in single-family zones. The Park Fee Ordinance states that residential subdivision projects consisting of more than 50 residential units are subject to a Quimby in-lieu fee. The Park Fee Ordinance also establishes fees for non-subdivision projects, which applies to the Project. The Proposed Project would be required to demonstrate compliance with the Park Fee Ordinance prior to issuance of a certificate of occupancy.
Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The LAUSD Developer Fee Justification Study, recently updated in 2018, demonstrates that the LAUSD requires the full statutory impact fee to accommodate student impacts from development activity, to be consistent with Section 17620 of the California Education Code. The Proposed Project would be required to demonstrate proof of payment to the LAUSD prior to issuance of a certificate of occupancy.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 at seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, “wetlands” has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) “Riparian areas” means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine marine shorelines.

(ii) “Wildlife habitat” means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of “significant value” includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

Consistent. The Project Site is located in a heavily urbanized area of in the City of Los Angeles. The Project Site is entirely developed with commercial and medical office land uses with impermeable surfaces and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Due to the highly urbanized surroundings,
there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Thus, the Proposed Project would not interfere with the movement of any residents or migratory fish or wildlife.

The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Vegetation on the Project Site is limited to six trees (Ficus sp. and Podocarpus sp.) located in the public right-of-way fronting the Project Site along La Brea Avenue and one tree that is in the parkway adjacent to the Project Site (See Tree Report, Attachment B). None of these seven trees are protected native trees as defined by Article 6, Sec. 46.01 of the LAMC. Four mature trees will be removed and will be replaces at a 1:1 ratio with a suitable street tree. Removal of trees in the public right-of-way requires approval by the Board of Public Works. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Additionally, the Proposed Project would comply with applicable regulatory compliance measures regarding non-protected tree removal and the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13) to ensure that the removal of the four mature non-protected street trees would result in a less than significant impact. Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory non-game birds (as listed under the Federal MBTA). With compliance with applicable regulatory compliance measures regarding non-protected tree removal and habitat modification, the Proposed Project would not harm any habitat of significant value.

3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

Consistent. Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on the DTSC EnviroStor database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or clean-up problems.

Additionally, a Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project Site, by Partner Engineering and Science, Inc., dated November 27, 2018 (Attachment C, Phase I Environmental Site Assessment). The purpose of the Phase I ESA was to identify existing or potential Recognized Environmental Condition (RECs) in connection with the Project Site. The Phase I ESA identified the Project Site as a Facility and Manifest Data (HAZNET) and Recovery Act - Large Quantity Generator (RCRA-LQG) site in the regulatory database records search in connection with operations at the Project Site. The property at 665 S. La Brea Avenue is listed as a HAZNET site. A waste inventory includes off-specification aged or surplus organics, and laboratory waste chemicals. The generated waste disposal method is reported as stored, bulked and/or transferred offsite. No additional information regarding this listing was available in the regulatory database report. Based on the nature of the operations and the lack of documented release or violation, this listing is not expected to represent
a significant environmental concern. The property at 647 S. La Brea Avenue is listed as a RCRA-LQG site. This listing appears to correspond to a manhole containing telephone equipment located adjacent to the Project Site and not a former on-site tenant within the Project Site at 637 S. La Brea Avenue. Based on the current regulatory status and lack of a reported release, this listing is not expected to represent a significant environmental concern to the Project Site. Therefore, based on the nature of operations, regulatory status, and the lack of a reported release or violation, these listings do not represent a significant environmental concern.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

**Consistent.** A Phase I Environmental Site Assessment (Phase I ESA), prepared for the Project Site, identified the Project Site as a HAZNET and RCRA-LQG site in the regulatory database records search in connection with operations at the Project Site. Based on the nature of operations, regulatory status, and the lack of reported releases or violations, these listings on-site do not represent a significant environmental concern.

A records and database search of the surrounding properties found the property to the south of the Project Site, at 5323 Wilshire Boulevard, listed as an EDR Hist Auto site. The property located to the east of the Project Site, at 666 South La Brea Avenue, was identified as a UST, SWEEPS UST, CA FID UST, RCRA-SQG, FINDS, EMI, HAZNET, ECHO, and EDR Hist Auto site. The properties to the north of the Project Site, at 619 and 621 South La Brea Avenue were found as a RCRA-SQG, FINDS, ECHO, and US EDR Historical Cleaners site. The Phase I ESA found that no reported releases have occurred at any of the aforementioned properties. Based on the regulatory statuses, these surrounding sites are not expected to represent a significant environmental concern to the Project Site.

The Phase I ESA identified one site of concern: the property approximately 300 feet north of the Project Site at 5436 West 6th Street. This property reported a release of gasoline in 2007, which reportedly impacted groundwater. This facility since received regulatory closure as of July 5, 2016. Since the Proposed Project would include subterranean levels, it is likely that groundwater would be encountered during redevelopment activities. Based on the close proximity of the leaking underground storage tank (LUST) site to the north of the Project Site, the Phase I ESA recommends a dewatering and groundwater management plan to be implemented prior to the redevelopment of the Project Site. Compounds of concern were present in the groundwater beneath the Project Site at concentrations, which would prohibit direct discharge into the storm drain system, and treatment and confirmation sampling would likely be required for any effluent generated at the Project Site. The Proposed Project shall implement a dewatering and groundwater management plan and treat and confirm sampling of any effluent generated at the Project Site during construction.
(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

**Consistent.** The Project Site consists of a medical office building, a print shop, and a fabric store. Generally, properties eligible for listing in the National Register are at least 50 years old. The California Office of Historic Preservation generally recommends an evaluation of buildings and structures older than 45 years of age by professionals meeting the Secretary of the Interior Standards Professional Qualifications for Architectural History and Archeology. According to ZIMAS, the existing buildings located at 627, 631, 635, 639, 659 and 665 La Brea Avenue were built in 1924, 1928, 1929, 1931 and 1929, respectively. In January 2015, the City of Los Angeles Department of City Planning, Office of Historic Resources, completed the Historic Resources Survey Report for the Wilshire Community Plan Area, which included a broad survey of the Community Plan Area that included the Project Site. Neither the City of Los Angeles Zoning Information and Map Access System (ZIMAS), nor the Survey LA Findings for the Wilshire Community Plan Area identify the existing buildings on the Project Site as historic or potentially historic resources.

Based on a site-specific historic resources records search conducted by the South Coastal Information Center (SCCIC) (See Appendix C to this SPCE), it was confirmed that none of the existing buildings on the Project Site are identified as historic or potentially historic resources on any of the following resource databases: the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM). As such, the development of the Proposed Project would not result in a substantial adverse change to a historical resource pursuant to Section 21084.1 of the CEQA Guidelines.

In furtherance of this assessment, the Applicant retained Historic Resources Group to prepare a historic impact assessment of the existing buildings on the Project Site and adjacent to the site to determine whether the Proposed Project would have the potential to result in impacts to historic resources. The HRG analysis concluded that the five commercial buildings and multiple surface parking lots on the Project Site were not identified as potential historical resources during that study, either individually or as part of a potential historic district. They are re-evaluated in this report based on an observation of existing conditions, primary and secondary source research related to the history of the properties, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. A site visit was conducted on November 19, 2018. Based on this analysis, HRG concluded that the commercial buildings and surface parking lots on the Project Site are not eligible for historic designation at the federal, state, or local levels. Therefore, there are no potential impacts to historical resources on the Project Site as defined by the California Environmental Quality Act (CEQA). The Historic Resources Assessment is included in Attachment E.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
**Consistent.** The Project Site is located in an urbanized area of Wilshire community in the City of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. According to ZIMAS, the Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, the Project Site is not subject to wildland fires.

**B** An unusually high risk of fire or explosion from materials stored or used on nearby properties.

**Consistent.** The Project Site consists of a medical office building, a print shop, and fabric store. These types of land uses are not typical operations associated with high risk of fire or explosions. Additionally, the Project Site is surrounded by commercial, retail, residential, and office land uses. These uses are also not typical operations associated with high risk of fire or explosions, such as industrial or warehousing facilities. According to the DOGGR map, the Project Site is located within an immediate vicinity of an oil field. Due to the close proximity of significant oil production areas, the Project Site has been identified by the Los Angeles Department of Building and Safety (LADBS) as part of a “Methane Buffer Zone: Methane Buffer Zone sites include sites immediately surrounding gas sources where testing and mitigation are required by the LADBS. As such, prior to the issuance of a building permit, the Project Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level, which would prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer’s design recommendations subject to DOGGR, LADBS and LAFD plan review and approval. Therefore, with proper design and approval, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties.

**C** Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

**Consistent.** As discussed above, the Phase I ESA found no reported releases of hazardous materials have occurred from the surrounding properties, with one exception. The Phase I ESA identified one site of concern: the property approximately 300 feet north of the Project Site at 5436 West 6th Street. This property reported a release of gasoline in 2007, which reportedly impacted groundwater. Therefore, the Proposed Project shall implement a dewatering and groundwater management plan and treat and confirm sampling of any effluent generated at the Project Site during construction.

**D** Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

**Consistent.** According to ZIMAS, there are no mapped active faults that cross through or project toward the Project Site, and the Project Site is not within an Alquist-Priolo Special Study Fault Zone area. The nearest fault is the Puente Hills Blind Thrust, located approximately 2.5 miles from the Project Site. The Project Site is located within the seismically active area of Southern California and there is a high potential for the Project Site to experience strong ground shaking from local and regional faults. These hazards and their potential impact can be relieved with proper seismic design. The intensity of ground shaking is highly dependent upon the distance of the fault to the Project Site, the magnitude of the earthquake, and the underlying soil conditions. As with any
new proposed development, the Proposed Project would be required to adhere to current engineering standards, the seismic safety requirements set forth in the Earthquake Regulation of the City of Los Angeles Building Code, the Los Angeles Municipal Code, and design recommendations set forth in the Geotechnical Report as well as the recommendations provided in the final design-level geotechnical report that will be required by the City’s Department of Building and Safety prior to the issuance of the Proposed Project’s grading and building permits to ensure that the proposed structure may withstand typical seismic ground shaking and seismically induced settlement.

**(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.**

**Consistent.** The Project Site is not within an area identified as susceptible to landslides according to the City of Los Angeles Safety Element (See Exhibit C of the Safety Element) and ZIMAS. Additionally, the Project Site is not located in the zone of required investigation for landsliding based on the seismic hazard zone map for the Hollywood 7.5-Minute Quadrangle (CGS, 2017). Furthermore, the Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA’s Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain and located within an area of minimal flooding. Therefore, the Proposed Project would have a low risk for landsliding and flooding.

**(7) The transit priority project site is not located on developed open space.**

**(A) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria:**

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

**(B) For the purposes of this paragraph, “developed open space” includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.**

**Consistent.** The Project Site is entirely developed with commercial and medical office land uses with impermeable surfaces and does not contain any developed open space with any public, recreational amenities. Therefore, the Project Site does not support any developed open space. Thus, the Proposed Project would not interfere with any existing open space.

**(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.**

**Consistent.** The Proposed Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.
1. **Energy Efficiency**

As part of this analysis, a Title 24 Energy Performance Report was prepared by Optimum Energy Design (OED) in April 2019 to demonstrate how the Proposed Project will meet the criteria of PRC section 21155.1 subsection (a) (8) requirement for energy and water efficiency and be 15 percent more energy efficient than required by Title 24, Part 6, the California Energy Code. Based on the Performance Method compliance path, OED conducted a preliminary whole building energy modeling assessment to determine the anticipated Title 24 energy code performance. The energy modeling was done using Energypro which is a software tool approved by the California Energy Commission to generate a comparison of the Proposed Design to a Baseline Design compliant to Title 24 (2016).

Key performance measures and features of the Proposed Design that increase the building energy efficiency include:

**Building Envelope**

- High-performance window system: The Project would use a thermally broken, double glazed window system with low-emissivity coatings and insulated spandrel panels for first floor. The Project would use a double glazed window system with low-emissivity coatings for rest of floor. These combined effects reduce cooling energy during the summer and heating during the winter.

- Efficient Exterior Walls: For level 2 thru Level 8, The Project would use a 6” Metal stud wall with R-19 batt insulation plus R-10 rigid insulation for exterior walls. This will also reduce cooling energy during the summer and heating during the winter.

**HVAC System**

- The building will be served by High efficiency VRF (variable refrigerant flow) systems ranging from 10.2 to 12.10 Energy Efficiency Rating (EER) & 19.5 to 23.0 Integrated Energy Efficiency Ratio (IEER).

- VRF technology brings an array of advantages over conventional systems. It saves energy by variable-speed compressors in outdoor units & provides extremely high part-load efficiency, which helps to reduce overall energy consumption during part load condition. Also, energy efficiency would increase during heat recovery mode.

- By eliminating the need for large distribution fans and water pumps, VRF technology provides energy saving for fan and pumping energy.

- Users can set individual temperature set points for multiple zones. Variable-speed compressors with wide capacity and precise modulation help maintain each zone’s temperature within a narrow range.

**Domestic Water Heating**

- Centralized hot water system: Large centralized hot water systems use more efficient equipment than individual heating systems within the units. The Project would use a centralized hot water system that is 85% efficient. The water heating system has recirculation controls to keep water in the lines hot, reducing hot water wait time and water waste. This hot water system also makes it easier to integrate renewable energy systems like solar hot water.
• Solar Collectors: The Project would use a solar hot water factor of 0.1, in that 10% of the hot water heating system will be provided from the solar collectors. Energy usage is reduced in the centralized hot water system.

• High-efficiency water fixtures: By specifying fixture flow rates per the more stringent City of Los Angeles Green Building Code versus the standard CalGreen Code, the Project will inherently use less hot water. As a result, there is lower energy consumption.

Based on the values in the model, the Energy Use Intensity (EUI) of the Proposed Design has an estimated EUI of 146.68 Time Dependent Valuation (TDV), compared to the Baseline of 173.53 TDV of conditioned floor Area. With the incorporation of these performance measures, the Project exceeds Title 24 standards by 15.40%.

2. Water Efficiency

OED also prepared a Total Water Use Reduction Report, dated April 2019 (Attachment F.2), to demonstrate how the Proposed Project will meet the criteria of PRC section 21155.1 subsection (a) (8) requirement to use 25 percent less water than the average household in the region. The analysis focuses on estimating the average daily water usage of the Proposed Project. The water usage was estimated based on expected occupancy, water fixtures and daily usage profiles per 2016 California Plumbing Code and 2016 California Green Building Standards Code method.

Plumbing Fixtures and Proposed Design

The following are some of the water efficient strategies that are proposed for the Proposed Project:
- Low flow showerheads: 1.5 gallons per min
- Low flow lavatory faucets: 0.5 gallons per min
- Low flow kitchen faucets: 1.5 gallons per min
- Low flow toilets: 1.28 gallons per flush
- Low flow urinals: 0.125 gallons per flush
- Energy star certified dish washers
- Energy star certified clothes washers

Assuming annual days of operation of the building is 365 days, annual plumbing domestic water usage (exclude dishwasher and clothes washer) of residential units and hotel rooms and the retail space is calculated based on LEED V4 Water Use Reduction Calculator using full-time equivalency (FTE). Dishwasher in each unit is required to be Energy Star certified unit per 2016 California Plumbing Code. According to 2016 California Green Building Standard Code, a standard Energy Star dishwasher uses 4.25 gallons water per cycle. Clothes washer in each unit is required to be Energy Star certified unit per 2016 California Plumbing Code. According to 2017 Title 20 California Code of Regulation, Water Factor (WF) of a standard frontloaded residential clothes washer after January 1, 2018 is 4.7 gallons/cu./cycle. Capacity of the proposed clothes washer is 1.6 cubic feet. The irrigation demand was calculated based on the Maximum Applied Water Allowance (MAWA) from the City of Los Angeles interim Irrigation Guidelines as Compliance with State Landscape Ordinance Pursuant to AB 1881. The Proposed Project has plans to include a 420 sf (30’ x 14’) pool and a 504 sf (36’ x 14’) pool per architectural plan. Total pool surface area is 924 sf. Due to evaporation /splash, approximately 3/4 inches of water loss is assumed per square feet per day. Parking structure water usage was based on the City of Los Angeles Department of Public Works - Bureau of Sanitation Sewer Generation Rates (0.02 gallons per sf),
Water Reduction

According to the Metropolitan Water District Water Tomorrow Annual Report to the California State Legislature, Covering Fiscal Year 2017/18, the average regional gallons per capita per day usage is 130 gallons. Based on full-time equivalency (FTE) from LEED calculation method, in residential units/hotel, occupants are using water closet 5 times a day/person; in retail space employees are using water closet/urinal 3 times a day/person, and visitors are using 0.5 time a day/person. Considering FTE values as weighed factors when calculating total equivalent occupancy, then total equivalent occupancy of the Proposed Project is 1608, resulting a baseline usage of 210,340 gallons per day.

Based on the estimated water usage of the proposed design, the Proposed Project is estimated to use approximately 56,686 gallons of water per day. With the incorporation of the water efficient design, the Proposed Project would result in a 73% reduction from the estimated baseline.

PRC § 21155.1(b). The transit priority project meets all of the following land use criteria:

1. The site of the transit priority project is not more than eight acres in total area.
   Consistent. The Project Site includes approximately 51,939 square feet of lot area, or 1.19 acres. As shown on the proposed Tract Map, Lot 1 is comprised of 47,323 square feet of lot area (1.09 acres) and Lot 2 is comprised of 4,616 square feet of lot area (0.11 acres). As such, the Project Site is not more than eight acres in total area.

2. The transit priority project does not contain more than 200 residential units.
   Consistent. The Proposed Project would include 121 residential dwelling units. Therefore, the Proposed Project would provide less than 200 residential units.

3. The transit priority project does not result in any net loss in the number of affordable housing units within the project area.
   Consistent. The Project Site is currently developed with commercial/retail and medical office uses. Existing uses on site include a one-story print shop occupied by Sharp Printing, an asphalt-paved vehicle parking lot, a two-story medical office building occupied by La Brea Urgent Care/The Sleep Institute, a two-story retail fabric store occupied by Mood Fabrics, and a two-story commercial building. There are no residential dwelling units on the Project Site. Therefore, the development of the Proposed Project would not result in the loss of affordable housing units within the Project Site and surrounding area.

4. The transit priority project does not include any single level building that exceeds 75,000 square feet.
   Consistent. The Proposed Project would include an 8-story mixed-use building with 201,123 square feet of developed floor area as defined by the LAMC. The Proposed Project’s total building gross floor area is 311,930 (gsf), with a maximum of 41,967 gsf footprint on the subterranean parking levels. The gross building floor area
on Levels 1 through 8 range from 30,738 gsf (on Level 1) to 18,415 gsf (on Level 2). The proposed 8-story building would include 311,930 gross building area. Therefore, the Proposed Project would not include a single-level building that exceeds 75,000 square feet.

(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.

**Consistent.** The SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The SCAG’s measures are not prescriptive on the Proposed Project, but nonetheless, the mitigation measures to be incorporated as conditions of approval for the Proposed Project are consistent with those applicable measures suggested in SCAG’s MMRP, detailed below (refer to Section 4.0, Project Consistency with SCAG 2016-2040 RTP/SCS Mitigation Measures for a full discussion of the Proposed Project’s consistency with SCAG’s MMRP). As noted therein, many of the mitigation measures identified by SCAG, beyond those discussed below, would not apply to the Proposed Project.

(6) The transit priority project is determined not to conflict with nearby operating industrial uses.

**Consistent.** The properties surrounding the Project Site include commercial/retail, residential, and office land uses. There are no industrial or warehouse buildings located in the immediate vicinity of the Project Site. Therefore, the Proposed Project would not conflict with any operating industrial uses.

(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

**Consistent.** The Project Site is designated as a Transit Priority Area and is within ¼-mile (walking distance) of major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less, which include Metro lines: 20, 212, and 720. Additionally, a Metro Purple Line railway station is currently under construction immediately adjacent to the south of the Project Site at the intersection of Wilshire Boulevard and La Brea Avenue. Therefore, the Proposed Project is located within ¼-mile of a high-quality transit corridor and the future Wilshire Boulevard and La Brea Avenue Metro Purple Line station.

**PRC § 21155.1(c).** The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing
cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

**Consistent.** The Project substantially complies with all applicable provisions of LAMC Section 12.22.A.31 and the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (added by Ordinance No. 184,745). Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. Therefore, the Proposed Project would meet the criteria of PRC Section 2155.1(c)(1)(A).

The Applicant will enter into a housing regulatory agreement memorializing these requirements and making them binding on any successors or assigns for the regulatory period of 55 years. Thus, the Project would meet the criterion of Section 21155.1(c)(1)(B).

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

**Consistent.** The Applicant is proposing to provide 14 units on-site that would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units being developed on-site. As such, the developer has meet the criteria of paragraph 1 and is not subject to in lieu fees under this subsection.

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

**Consistent.** The Project meets the criteria of part 1 of this subsection. Therefore, the Proposed Project meets the criteria of Section 21155.1(c).
### 3.0 Project Consistency with the Goals and Benefits of the 2016-2040 RTP/SCS

The Proposed Project is consistent with SCAG’s growth projections for the City of Los Angeles, which supports the conclusion that the Proposed Project is consistent with SCAG policies. The Proposed Project would be consistent with applicable goals and policies presented within SCAG’s 2016-2040 RTP/SCS. Refer to the table below for the Proposed Project’s consistency analysis.

<table>
<thead>
<tr>
<th>Goals and Policies</th>
<th>Consistency Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 1</strong> Align the plan investments and policies with improving regional economic development and competitiveness.</td>
<td><strong>Not Applicable.</strong> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 2</strong> Maximize mobility and accessibility for all people and goods in the region.</td>
<td><strong>Consistent.</strong> The Project Site is located in a highly urbanized area within the City of Los Angeles within a High Quality Transit Area (as defined by SCAG). The Proposed Project would develop 121 residential dwelling units, 125 hotel units, and 13,037 square feet of commercial area within a High Quality Transit Area (HQTA) as defined by SCAG and a transit priority area as defined by SB 743. The Project Site is currently served by a total of six local and inter-city transit operators including one Metro Rapid bus line 720, three Metro Local Bus lines 20, 212, and 312, LADOT DASH Fairfax, and the Antelope Valley Transit Authority (AVTA) line 786. Additionally, Metro bus lines provide transfer opportunities to the Wilshire/Western Purple Line Metro Station, located to the east of the Project Site. A Metro Purple Line railway station is currently under construction immediately to the south of the Project Site, with a completion date projected for 2023. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 3</strong> Ensure travel safety and reliability for all people and goods in the region.</td>
<td><strong>Consistent.</strong> The Proposed Project would improve the public sidewalks adjacent to the Project Site and would include active ground floor commercial uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide 139 bicycle spaces to promote travel by bicycle and public transportation. Furthermore, the Proposed Project would be reviewed by the Department of Building and Safety, the Los Angeles Fire Department, and the Los Angeles Department of Transportation to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 4</strong> Preserve and ensure a sustainable regional transportation system.</td>
<td><strong>Not Applicable.</strong> This goal is directed towards SCAG and does not apply to the Proposed Project. The 2016-2040 RTP states, “A transportation system is...”</td>
</tr>
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</table>
### Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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<thead>
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<th>Goals and Policies</th>
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<tbody>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 5</strong> Maximize the productivity of our transportation system.</td>
<td><strong>Consistent.</strong> The Proposed Project includes 121 residential units, 125 hotel rooms, and 13,037 square feet of commercial uses. Given the Proposed Project’s location close to transit, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. Moreover, the Project Site is located less than ¼ mile from major transit stops along Wilshire Boulevard, 6th Street, and La Brea Avenue. Additionally, the Wilshire/La Brea Metro station is currently under construction, immediately south of the Project Site. The Project Site’s location would help to reduce vehicle-miles-traveled. Therefore, the Proposed Project would promote a sustainable regional transportation system.</td>
</tr>
</tbody>
</table>

| **2016-2040 RTP/SCS Goal 6** Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking). | **Consistent.** The Proposed Project would place dwelling units, hotel guest rooms, and ground-floor commercial space in a Transit Priority Area. The Project Site’s location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the public sidewalks adjacent to the Project Site and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide 139 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would reduce vehicles-per-

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2 SCAG, 2016-2040 RTP/SCS, April 2016 (page 164).
### Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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<tr>
<td><strong>2016-2040 RTP/SCS Goal 7</strong> Actively encourage and create incentives for energy efficiency, where possible.</td>
<td><strong>Consistent.</strong> The Proposed Project would comply with the City of Los Angeles Green Building Code, the California Green Building Code, and include requirements for a green or high albedo roof and that at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 8</strong> Encourage land use and growth patterns that facilitate transit and active transportation.</td>
<td><strong>Consistent.</strong> The Project Site is located in a highly urbanized area of Los Angeles within a HQTA (as defined by SCAG) and a Transit Priority Area (as defined by SB 743). The Project Site is located less than ¼ mile from major transit stops along Wilshire Boulevard, 6th Street, and La Brea Avenue. Additionally, the Wilshire/La Brea Metro station is currently under construction, immediately south of the Project Site. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units, hotel guest rooms, and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Goal 9</strong> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</td>
<td><strong>Not Applicable.</strong> This goal is directed towards SCAG to ensure the safety and security of the regional transportation system.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Guiding Policy 1</strong> Transportation investments shall be based on SCAG’s adopted regional Performance Indicators.</td>
<td><strong>Not Applicable.</strong> This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Guiding Policy 2</strong> Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.</td>
<td><strong>Not Applicable.</strong> This policy is directed towards SCAG in allocating transportation system funding. Nevertheless, the Proposed Project would contribute to a safe, well maintained, and efficient multimodal transportation system. The Proposed Project would provide landscaping along the public right-of-way and active ground floor uses, which promotes and supports pedestrian activity in the area. The Project Site is located less than ¼ mile from major transit stops along Wilshire Boulevard, 6th Street, and La Brea Avenue. Additionally, the Wilshire/La Brea Metro station is currently under construction, immediately south of the Project Site. Therefore, the Proposed Project would promote the use of the public transportation system.</td>
</tr>
<tr>
<td><strong>2016-2040 RTP/SCS Guiding Policy 3</strong> RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.</td>
<td><strong>Not Applicable.</strong> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. The Proposed Project would develop 121 dwelling units, 125 hotel rooms, and 13,037 square feet of commercial area within a HQTA as defined by SCAG and a transit priority area as defined by SB 743. The Project Site’s location near mass transit and proximity to services, retail stores, and employment...</td>
</tr>
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## Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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</table>
| **2016-2040 RTP/SCS Guiding Policy 4**  
Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.  
Opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would provide mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities. | **Not Applicable**. This policy is directed towards transportation investment by SCAG. However, the Proposed Project would support active transportation (e.g. walking and bicycling) by providing landscaping along the public rights of way and active ground floor uses, which promotes and supports pedestrian activity in the area. Additionally, the Proposed Project’s location within a HOTA promotes the use of public transit and pedestrian activity. |
| **2016-2040 RTP/SCS Guiding Policy 5**  
HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1. | **Not Applicable**. This policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare. Although this policy is not applicable to the Proposed Project, the Proposed Project’s location in a HOTA promotes the use of public transit and pedestrian activity. |
| **2016-2040 RTP/SCS Guiding Policy 6**  
The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies. | **Not Applicable**. This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Proposed Project is located within a HOTA (as defined by SCAG) and a Transit Priority Area (as defined by SB 743). The Proposed Project would support public transportation and other alternative methods of transportation (e.g., walking and biking). |
| **2016-2040 RTP/SCS Guiding Policy 7**  
The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run. | **Not Applicable**. This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments. |
| **2016-2040 RTP/SCS Guiding Policy 8**  
Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan. | **Not Applicable**. This policy is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. |
| **2016-2040 RTP/SCS Land Use Policy 1**  
Identify regional strategic areas for infill and investment. | **Not Applicable**. This policy is directed towards SCAG to identify regional strategic areas. The Proposed Project is an infill development in a HQTA (defined by SCAG) and within a Transit Priority Area (as defined by SB 743). The Proposed Project would be providing dwelling units, hotel guest rooms, and commercial uses in a highly urbanized area within the City of Los Angeles. |
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<tr>
<td>2016-2040 RTP/SCS Land Use Policy 2 Structure the plan on a three-tiered system of centers development.</td>
<td>Not Applicable. This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Land Use Policy 3 Develop “Complete Communities.”</td>
<td>Consistent. SCAG describes the development of “complete communities” to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile. As stated above, the Proposed Project would develop a mixed-use project with dwelling units, hotel rooms, and ground-floor commercial space in a HQTA (defined by SCAG) and within a Transit Priority Area (as defined by SB 743). The Project Site’s location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would be consistent with the SCAG’s goals of increasing mixed commercial/residential uses in high-quality transit areas near services, retail, and employment opportunities to reduce vehicle-miles traveled.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Land Use Policy 4 Develop nodes on a corridor.</td>
<td>Not Applicable. The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents’ daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. The Proposed Project is located within a HQTA and a Transit Priority Area. The Proposed Project’s mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities.</td>
</tr>
<tr>
<td>2016-2040 RTP/SCS Land Use Policy 5 Plan for additional housing and jobs near transit.</td>
<td>Consistent. As stated above, the Proposed Project would place dwelling units, hotel guest rooms, and ground-floor commercial space in a HQTA and a Transit Priority Area. The Project Site is located less than ¼-half mile from major transit stops along Wilshire Boulevard.</td>
</tr>
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3 The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

4 SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).
# Consistency Analysis with the

## 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

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<tr>
<td>La Brea Avenue, and 6th Street. Additionally, the Wilshire/La Brea Metro Station for the Purple Line is currently under construction immediately south of the Project Site. Therefore, the Project Site's location would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.</td>
<td></td>
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</table>

### 2016-2040 RTP/SCS Land Use Policy 6

Plan for changing demand in types of housing.

**Consistent.** The Proposed Project would increase the housing stock in the Wilshire Community Plan area by providing 121 new residential units with a range of one and three-bedroom units. Of the 121 dwelling units, 14 units would be restricted for Extremely Low Income households, which is equivalent to 11% of the total residential units. Thus, the Proposed Project would contribute to the range of housing choices available in the City and is therefore consistent with this goal.

### 2016-2040 RTP/SCS Land Use Policy 7

Continue to protect stable, existing single-family areas.

**Not Applicable.** This Land Use Policy is not applicable to the Proposed Project because the Proposed Project would not demolish any existing single-family homes. Additionally, the Project Site is not immediately located near any low-density residential neighborhoods.

### 2016-2040 RTP/SCS Land Use Policy 8

Ensure adequate access to open space and preservation of habitat.

**Not Applicable.** This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project. Development of the Proposed Project would not remove any existing open space areas or habitat, since the Project Site is fully developed, with four office/commercial buildings. The Proposed Project would provide 10,256 square feet of open space that equals the required amount pursuant to the LAMC with an allowed 25 percent reduction per the TOC Guidelines.

### 2016-2040 RTP/SCS Land Use Policy 9

Incorporate local input and feedback on future growth.

**Not Applicable.** This Land Use Policy is directed towards SCAG and not does apply to the Proposed Project.

### 2016-2040 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.

**Consistent.** The Proposed Project will provide multi-family housing and job-creating commercial uses to an existing, transit-accessible area. In addition, the Proposed Project will provide 139 bicycle parking and various pedestrian-oriented improvements, including improved sidewalks and active ground floor uses.

### 2016 RTP/SCS Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.

**Not Applicable.** Benefit 2 is directed towards SCAG and not does apply to the Proposed Project. The Proposed Project is an infill, mixed-use project located within a HQTA, thereby decreasing time and cost of traveling between places.

### 2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water

**Consistent.** The Proposed Project includes numerous energy-efficient design features, such as energy star...
Consistency Analysis with the 2016-2040 Regional Transportation Plan / Sustainable Community Strategy

<table>
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<tr>
<td>consumption across the region, as well as lower transportation costs for households.</td>
<td>rated appliances. It will comply with the City of Los Angeles Green Building Code, the California Green Building Code, and includes requirements for a green or high albedo roof and that at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations. As demonstrated in the Title 24 Energy Performance Report (included as Attachment F.1 to this document) the Proposed Project would exceed Title 24 performance standards by 15.47 percent. Additionally, as demonstrated in the Total Water Use Reduction Report (see Attachment F.2) the total water consumption of the proposed building is 73 percent of a typical building of the same size. The Proposed Project’s incorporation of bicycle-and pedestrian-friendly elements and location near various bus lines will also provide future residents with various affordable transportation options and reduce vehicle miles traveled.</td>
</tr>
</tbody>
</table>

2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.  

Consistent. The Proposed Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. In addition, the Proposed Project’s access to various transit options will encourage the use of existing and proposed mass transit. The Proposed Project also includes 10,256 square feet of open space including 31 trees. Recreational amenities would include one swimming pool and sun terrace area on Level 8, an outdoor terrace, a barbeque pit and lounge seating. These areas provide the opportunity for Project residents, and patrons of the hotel and restaurant space to gather.

4.0 Project Consistency with SCAG 2016-2040 RTP/SCS Mitigation Measures

The 2016-2040 RTP/SCS MMRP includes various mitigation measures, both at the regional level that would be implemented by SCAG and at the Project level that would be implemented by the lead agency. Regional mitigation measures would be implemented by SCAG and are therefore not discussed in this table. This table focuses on the Proposed Project’s consistency with the SCAG MMRP’s Project-level mitigation measures. All Performance Standards referenced herein are enforceable through the project entitlements as conditions of approval.

<table>
<thead>
<tr>
<th>Impact</th>
<th>Project – Level Mitigation Measures (Implemented by Lead Agency)</th>
<th>Project Consistency</th>
</tr>
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<tbody>
<tr>
<td>Aesthetics Scenic Vista</td>
<td>Project-Level Mitigation Measure <strong>MM-AES-1(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The Proposed Project is a mixed-use residential and commercial infill development project with 121 dwelling units, 125 hotel rooms, and 13,037 square feet of commercial uses. The Project Site is located immediately adjacent to the future Wilshire/La Brea Metro station (currently under construction) and from major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during the peak commute hours, including Metro lines: 20, 212, and 720. Therefore, the Proposed Project is located in a Transit Priority Area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.</td>
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<td>• Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</td>
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<td>• Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</td>
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<td>• Use alternating facades to “break up” large facades and provide visual interest.</td>
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<td>• Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</td>
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<td>• Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</td>
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<td>• Retain or replace trees bordering highways, so that clear-cutting is not evident.</td>
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<td>• Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.</td>
<td>This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The Proposed Project is a mixed-use residential and commercial infill development project with 121 dwelling units, 125 hotel rooms, and 13,037 square feet of commercial uses. The Project Site is located immediately adjacent to the future Wilshire/La Brea Metro station (currently under construction) and from major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during the peak commute hours. Therefore, the Proposed Project is located in a Transit Priority Area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.</td>
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**Aesthetics Visual Character/Quality**

**Project-Level Mitigation Measure MM-AES-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
- Design projects consistent with design guidelines of applicable general plans.
- Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and...
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<tr>
<td><strong>Aesthetics</strong></td>
<td><strong>Light/Glare/shade</strong></td>
<td>This Mitigation Measure is not relevant to the Proposed Project as Public Resources Code Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</td>
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<td><strong>Project-Level Mitigation Measure</strong> <strong>MM-AES-4(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</td>
<td>The Project Site is located immediately adjacent to the future Wilshire/La Brea Metro station (currently under construction) and from major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less during the peak commute hours. Therefore, the Proposed Project is located in a Transit Priority Area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.</td>
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<td>• Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.</td>
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<td>• Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</td>
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<td>• Use unidirectional lighting to avoid light trespass onto adjacent properties.</td>
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<td>• Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</td>
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<td>• Provide structural and/or vegetative screening from light-sensitive uses.</td>
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<td>• Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</td>
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<td>• Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| Agriculture and Forestry Conversion of Farmland to Non-Agricultural Use, Conversion of Forest Land | **Project-Level Mitigation Measure**  
**MM-AF-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:  
- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).  
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.  
- Maintain and expand agricultural land protections such as urban growth boundaries.  
Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/). | This Mitigation Measure is not relevant to the Proposed Project as no farmland or agricultural activity exists on or in the vicinity of the Project Site. |
“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.

A privately owned conservation or mitigation bank is a free-market enterprise that:

- Offers landowners economic incentives to protect natural resources;
- Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;
- Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;
- Provides for long-term protection and management of habitat.

A publicly owned conservation or mitigation bank:

- Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.”

In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.

- Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.
- Include underpasses and overpasses at reasonable intervals to maintain property access.
- Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.
- Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>policies that provide compensation for property owners if preservation is not feasible.</td>
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<td>• Contact the California Department of Conservation and each county’s Agricultural Commissioner’s office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.</td>
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<td>This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not zoned for agricultural production, there is no farmland on the Project Site, and there are no Williamson Act Contracts in effect for the Project Site.</td>
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<tr>
<td>Agriculture and Forestry Zoning for Ag Use, Williamson Act Contract</td>
<td><strong>Project-Level Mitigation Measure MM-AF-2(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</td>
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<td>• Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</td>
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<td>• Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</td>
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<td>• Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.</td>
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### Air Quality | Project-Level Mitigation Measure
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| *Potential to Violate AQ Standard* | **MM-AIR-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.  
CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:  
• Minimize land disturbance.  
• Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.  
• Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.  
• Cover trucks when hauling dirt.  
• Stabilize the surface of dirt piles if not removed immediately.  
• Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.  
• Minimize unnecessary vehicular and machinery activities.  
• Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.  
• On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.  
• Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.  
• Ensure that all construction equipment is properly tuned and maintained. | The Proposed Project substantially conforms with this Mitigation Measure as it is subject to regulatory compliance measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible:  
• Air Quality (Site Clearing, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:  
  o All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.  
  o The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.  
  o All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.  
  o All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.  
  o All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.  
  o General contractors shall maintain and operate
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</td>
<td>• construction equipment so as to minimize exhaust emissions.</td>
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<td>• Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.</td>
<td>• Trucks having no current hauling activity shall not idle but be turned off.</td>
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<td>• Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.</td>
<td>• The Project shall comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.</td>
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<td>• As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</td>
<td>• The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).</td>
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<td>• Implement EPA’s National Clean Diesel Program.</td>
<td>• In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.</td>
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<td>• Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.</td>
<td>• In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.</td>
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<td>• On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.</td>
<td>• The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.</td>
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<td>• If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.</td>
<td>• The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt.</td>
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<td>• Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines</td>
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<td>• Convert part of the construction truck fleet to natural gas.</td>
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<td>• Include “clean construction equipment fleet”, defined as a fleet mix cleaner than the state average, in all construction contracts</td>
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<td>• Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road)</td>
<td>• The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.</td>
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<td>• Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas</td>
<td>• New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.</td>
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<td>• Use diesel construction equipment meeting ARB’s Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation</td>
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<td>• Use on-road, heavy-duty trucks that meet the ARB’s 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation</td>
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<td>• Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary</td>
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<td>• Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.</td>
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<td>• Prohibit diesel idling within 1,000 feet of sensitive receptors.</td>
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<td>• Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.</td>
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<td>• The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</td>
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<td>• The engine size of construction equipment shall be the minimum practical size.</td>
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<td>• Catalytic converters shall be installed on gasoline-powered equipment.</td>
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<td>• Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.</td>
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<td>• Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.</td>
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<td>• Use new or rebuilt equipment.</td>
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<td>• Maintain all construction equipment in proper</td>
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<td>Air Quality</td>
<td>Project-Level Mitigation Measure</td>
<td>This Mitigation Measure is not relevant to the Project, as the Proposed Project does not involve a 2016-2040 RTP/SCS transportation project. As a mixed-use development, the Proposed Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California’s Smog Check Program.</td>
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<td>Expose Sensitive Receptors to Pollutants</td>
<td><strong>MM-AIR-4(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements:</td>
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<td>- Set technology forcing new engine standards.</td>
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<td>- Reduce emissions from the in-use fleet.</td>
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<td>- Require clean fuels, and reduce petroleum dependency.</td>
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<td>- Work with US EPA to reduce emissions from federal and state sources.</td>
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<td>- Pursue long-term advanced technology measures</td>
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<td>Proposed new transportation-related SIP measures include:</td>
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<td><strong>On-Road Sources</strong></td>
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<td>- Improvements and Enhancements to California’s Smog Check Program</td>
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<td>- Expanded Passenger Vehicle Retirement</td>
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<td>- Modifications to Reformulated Gasoline Program</td>
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<td>- Cleaner In-Use Heavy-Duty Trucks</td>
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<td>working order, according to manufacturer’s specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated.</td>
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<td>- Use low rolling resistance tires on long haul class 8 tractor-trailers.</td>
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<td>- Suspend all construction activities that generate air pollutant emissions during air alerts.</td>
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<td>- Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<th>Impact</th>
<th>Project – Level Mitigation Measures (Implemented by Lead Agency)</th>
<th>Project Consistency</th>
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<tr>
<td></td>
<td>o Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel</td>
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<td>o Port Truck Modernization</td>
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<td>o Accelerated Introduction of Cleaner Line-Haul Locomotives</td>
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<td>o Clean Up Existing Commercial Harbor Craft</td>
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<td>o Limited idling of diesel-powered trucks</td>
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<td>o Consolidated truck trips and improve traffic flow</td>
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<td>o Late model engines, Low emission diesel products, engine retrofit technology</td>
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<td>o Alternative fuels for on-road vehicles</td>
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<td><strong>Off-Road Sources</strong></td>
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<td>o Cleaner Construction and Other Equipment</td>
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<td>o Cleaner In-Use Off-Road Equipment</td>
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<td>o Agricultural Equipment Fleet Modernization</td>
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<td>o New Emission Standards for Recreational Boats</td>
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<td>o Off-Road Recreational Vehicle Expanded Emission Standards</td>
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#### Biological Resources

**Adverse Effect on Candidate, Sensitive, or Special Status Species**

**Project-Level Mitigation Measure**

**MM-BIO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid occupied habitat, potentially suitable habitat, and designated

This Mitigation Measure is not relevant to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with four office/retail buildings.

Nevertheless, the City has required the following regulatory compliance measure which are consistent with the SCAG EIR mitigation measures, as it is equal to or more effective than SCAG RTP/SCS Program EIR MM-BIO-12(b), with regard to avoiding potentially significant effects related to nesting native birds that are in the jurisdiction and responsibility of the City:

- Habitat Modification (Nesting Native Birds)
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<td>Critical habitat, wherever practicable and feasible.</td>
<td>o Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 66).&lt;br&gt;o If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:&lt;br&gt;  o Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.&lt;br&gt;  o If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.&lt;br&gt;  o Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at</td>
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<td>Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan</td>
<td>o Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:&lt;br&gt;  o Avoidance strategies&lt;br&gt;  o Contribution of in-lieu fees&lt;br&gt;  o Use of mitigation bank credits&lt;br&gt;  o Funding of research and recovery efforts&lt;br&gt;  o Habitat restoration&lt;br&gt;  o Conservation easements&lt;br&gt;  o Permanent dedication of habitat&lt;br&gt;  o Other comparable measures&lt;br&gt;  o Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.&lt;br&gt;  o Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.&lt;br&gt;  o Appoint an Environmental Inspector to monitor implementation of mitigation measures.&lt;br&gt;  o Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.&lt;br&gt;  o Conduct pre-construction monitoring to delineate occupied sensitive species’ habitat to facilitate avoidance.&lt;br&gt;  o Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</td>
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639 La Brea Project Sustainable Communities Project CEQA Exemption<br>City of Los Angeles November 2019<br>Thursday - September 17, 2020 - PAGE 667
**Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures**

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</table>
| Biologica l Resources Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan | **Project-Level Mitigation Measure** **MM-BIO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
  - Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.  
  - Consult with the USFS where such state- | nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.  
  - The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.  
  - This Mitigation Measure is not relevant to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with four office/commercial buildings. |
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<td>designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</td>
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<td>Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.</td>
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<td>Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.</td>
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<td>Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.</td>
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<td>Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.</td>
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<td>Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the <em>Manual of California Vegetation</em>, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.</td>
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<td>Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</td>
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<td>Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.</td>
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<td>Install fencing and/or mark sensitive habitat to be avoided during construction activities.</td>
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| • Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.  
• Revegetate with appropriate native vegetation following the completion of construction activities.  
• Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).  
• Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. | | }

**Biological Resources**

**Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan**

**Project-Level Mitigation Measure**

**MM-BIO-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

• Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.

• Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under.
Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE’s Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:  
  - Permittee-responsible mitigation  
  - Contribution of in-lieu fees  
  - Use of mitigation bank credits  
  - Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.  

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<tr>
<th>Biological Resources</th>
<th>Project-Level Mitigation Measure</th>
<th>This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, and native wildlife nursery sites. The Project Site is improved with four office/commercial buildings and is located in an urbanized area of the City.</th>
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<td>MM-BIO-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<th>Project – Level Mitigation Measures (Implemented by Lead Agency)</th>
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</table>
| Other Conservation Plan | - Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.  
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.  
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.  
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.  
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.  
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.  
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete, or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.  
- Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. |
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<td></td>
<td>• Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDB by a qualified biologist to determine the risk of habitat fragmentation.</td>
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<td>• Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</td>
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<td>• Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.</td>
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<td>• Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA’s Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.</td>
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<td>• Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</td>
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<td>• Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.</td>
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<td>• Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation</td>
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### Sustainable Communities Project CEQA Exemption

**639 La Brea**

Conservation Plan, Natural Resources, Policies or Biological Impact

Local Project Consistency with SCAG 2016

Complement to jurisdiction and ordinances under Section 15091 of the State CEQA Guidelines. SCAG has identified mitigation measures capable of addressing local impacts related to conflicts with any local policies or ordinances implementing biological resources, such as protecting trees. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. As such, none of the mitigation measures pertain to local policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance, are applicable.

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<td>measures may include the following measures, in addition to the measures outlined in <strong>MM-BIO-1(b)</strong>, where applicable:</td>
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<td>o Wildlife movement buffer zones</td>
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<td>o Corridor realignment</td>
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<td>o Appropriately spaced breaks in center barriers</td>
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<td>o Stream rerouting</td>
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<td>o Culverts</td>
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<td>o Creation of artificial movement corridors such as freeway under- or overpasses</td>
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<td>o Other comparable measures</td>
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<td>Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</td>
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<td>Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.</td>
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<td>Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.</td>
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**Biological Resources**

**Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or**

**Project-Level Mitigation Measure**

**MM-BIO-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances implementing biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as necessary.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>Other Conservation Plan</td>
<td>Applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td></td>
<td>- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</td>
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<td>- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.</td>
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<td>- If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.</td>
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<td>- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.</td>
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<td>- Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</td>
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<td>- Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<th>Impact</th>
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<tr>
<td>• Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</td>
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<td>• If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.</td>
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<td>• Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.</td>
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<td>• Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</td>
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<td>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</td>
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<td>o Avoidance strategies</td>
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<td>o Contribution of in-lieu fees</td>
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<td>o Planting of replacement trees at a minimum ratio of 2:1</td>
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<td>o Re-landscaping areas with native vegetation post-construction</td>
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<td>o Other comparable measures</td>
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### Biological Resources

#### Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan

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<tr>
<th>Biological Resources</th>
<th>Project-Level Mitigation Measure</th>
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<tr>
<td>MM-BIO-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<tr>
<td>• Consult with the appropriate federal, state, and/or local agency responsible for the</td>
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This Mitigation Measure is not relevant to the Proposed Project as no locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, none of the mitigation measures that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the Proposed Project.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>administration of HCPs, NCCPs or other conservation programs.</td>
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<td>• Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.</td>
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<td>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in <strong>MM-BIO-1(b)</strong>, where applicable.</td>
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<tr>
<td>Cultural Resources Potential to Destroy Unique Paleontological or Unique Geological Features</td>
<td>Project-Level Mitigation Measure <strong>MM-CUL-1(b)</strong>: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>This Mitigation Measure is not incorporated because the City has determined that the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features, are equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-1(b):</td>
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<td>• Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique</td>
<td>Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:</td>
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<td>section.</td>
<td>• The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.</td>
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<td>• The paleontologist’s survey, study or report shall contain a recommendation(s), if necessary,</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>geologic feature.</td>
<td>for the preservation, conservation, or relocation of the resource.</td>
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<td></td>
<td>• Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.</td>
<td>• The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.</td>
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<td>• Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:</td>
<td>• Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.</td>
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<td>o All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</td>
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<td>o Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.</td>
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<td></td>
<td>o Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</td>
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<td>o Identify where excavation and earth-moving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.</td>
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<td>• Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.</td>
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<td>• Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</td>
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### Cultural Resources

**Substantial Adverse Change in Significance**

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<tr>
<th>Project-Level Mitigation Measure</th>
<th>The Proposed Project would include the following Performance Standard as a condition of approval, which is consistent with the SCAG RTP/SCS Program EIR MM-CUL-2(b)CUL in</th>
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<td><strong>MM-CUL-2(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>of a Historical Resource, Substantial Adverse Change in the Significance of an Archaeological Resource</td>
<td>responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>avoiding potential impacts to inadvertent finds of historic, archaeological, or tribal cultural resources:</td>
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<td>• Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.</td>
<td>• Performance Standard CR-1 (Cultural Resources): Prior to the commencement of ground disturbing activities, a Cultural Resources Monitoring Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for ground-disturbing activities; a construction worker training program; and discovery and processing protocol for inadvertent discoveries of cultural resources or Tribal Cultural Resources. The plan shall identify the areas of sensitivity determined for cultural resources and Tribal Cultural Resources that require monitoring and detail a protocol for determining circumstances in which additional, or reduced levels of monitoring (e.g., spot checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geoarchaeological setting to determine whether undisturbed sediments (i.e., ‘native’ sediments) capable of preserving archaeological remains are present adjacent to or beneath those sediments disturbed by urban development, and the depth at which these sediments would no longer be capable of containing archaeological material and thereby cease to require an archaeological monitoring to be present. Because of the overall sensitivity for archaeological resources affiliated with Native American occupation, the Monitoring Plan shall consider the extent of existing disturbances and determine the presence of cultural resources within those or surrounding native sediments. The plan shall identify the process for contacting tribal groups in the event of inadvertent discovery of archaeological resources, Tribal</td>
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<td>• Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.</td>
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<td>• Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</td>
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<td>o Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and</td>
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| Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. | • Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.  
• Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.  
• Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.  
• Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.  
• Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.  
• If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.  
• Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. | • Performance Standard CR-2 (Archaeological Resources): In the event that archaeological resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.</td>
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<td>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies:</td>
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<td>Cultural Resources Disturb Human Remains</td>
<td>Project-Level Mitigation Measure MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>• Cultural Resources (Human Remains): If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</td>
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<td>• In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</td>
<td>o Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)</td>
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<td>• If any discovered remains are of Native American origin:</td>
<td>o If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</td>
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<td>o Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.</td>
<td>o The NAHC will immediately notify the person it believes to be the most likely descendant of the deceased Native American.</td>
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<td>o If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an</td>
<td>o The most likely descendant has 48 hours to make</td>
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|        | archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:  
  - The Native American Heritage Commission is unable to identify a descendant;  
  - The descendant identified fails to make a recommendation; or  
  - The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. | recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.  
  - If the owner does not accept the descendant’s recommendations, the owner or the descendent may request mediation by the NAHC. |
| Energy Increase Residential Energy Use, Increase Building Energy Use | Project-Level Mitigation Measure | The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which is capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:  
  - Energy (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Building Code and as it may be subsequently amended or modified. |

Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:  
  - Use energy efficient materials in building design, construction, rehabilitation, and retrofit.  
  - Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.  
  - Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.  
  - Incorporate passive environmental control systems that account for the characteristics of the natural environment.  
  - Use high-efficiency lighting and cooking devices.
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<tr>
<td>Geology and Soils</td>
<td><strong>Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil</strong></td>
<td>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which is capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies:</td>
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<tr>
<td>Project-Level Mitigation Measure MM-GEO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.</td>
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<td>• Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and Geotechnical Investigation: The Proposed Project shall comply with the conditions contained within the Department of Building and Safety’s Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.</td>
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<td>The Project Geotechnical Investigation is included as Attachment D to this document.</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>UBC.</td>
<td>• Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.</td>
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<td>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.</td>
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<td>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</td>
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<td>• Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.</td>
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<td>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.</td>
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</table>

The Project already substantially conforms with this Mitigation Measure as it is subject to the following:

*Geology and Soils*

- *Soil Erosion or Loss of Topsoil*

  **Project-Level Mitigation Measure**

  **MM-GEO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>regulatory compliance measure(s), which are capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies:</td>
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<td>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</td>
<td>• Geology (Erosion/Grading/Short-Term Construction Impacts): The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.</td>
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<td>• Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:</td>
<td>• Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices (“BMPs”) during grading and excavation to reduce erosion, including, but not limited to the following:</td>
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<td>o File a Notice of Intent (NOI) with the SWRCB.</td>
<td>o Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.</td>
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<td>o Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</td>
<td>o Stockpiles, excavated, and exposed soil shall be covered with secured tarp, plastic sheeting, erosion control fabrics, or treated with a biodegradable soil stabilizer.</td>
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<td>o Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the rainy season.</td>
<td>• Hydrology (National Pollutant Discharge Elimination System General Permit): Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board.</td>
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City of Los Angeles November 2019

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<td>completion of the project.</td>
<td>Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The Project Geotechnical Investigation is included as Attachment D to this document.</td>
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<td>o After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.</td>
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<td>• Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</td>
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<td>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</td>
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<td>Greenhouse Gases Cumulative Impacts, Forest Land Conversion</td>
<td>Project-Level Mitigation Measure MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases.</td>
<td>The Project already substantially complies with this Mitigation Measure because it incorporates project design features, or is subject to regulatory compliance measures, that are capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Such features and measures include the following:</td>
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<td>• The Proposed Project is located on an infill development site that is currently improved with four buildings with office/commercial uses. The Project Site is also</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:</td>
<td>located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.</td>
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<td></td>
<td>• Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency’s decision.</td>
<td>• The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the multi-family dwelling units.</td>
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<td>• Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</td>
<td>• The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.</td>
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<td>• Off-site measures to mitigate a project’s emissions.</td>
<td>• As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants’ needs.</td>
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<td>• Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:</td>
<td>• The Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.</td>
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<td>o Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;</td>
<td>• The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.</td>
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<td>o Use alternative (non-petroleum based) fuels;</td>
<td>• The Project would include a minimum of five percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations.</td>
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<td>o Deployment of zero- and/or near zero emission technologies as defined by CARB;</td>
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<td>o Use lighting systems that are energy efficient, such as LED technology;</td>
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<td>o Use the minimum feasible amount of GHG-emitting construction materials that is feasible;</td>
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<td>o Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;</td>
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<td>o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;</td>
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<td>o Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;</td>
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<td>o Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;</td>
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<td>o Use lighter-colored pavement where feasible;</td>
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<td>o Recycle construction debris to maximum extent feasible;</td>
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<td>o Protect and plant shade trees in or near</td>
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<td>construction projects where feasible; and</td>
<td>• The Project would be consistent with the following key GHG reduction strategies in SCAG’s 2016-2040 RTP/SCS which are based on changing the region’s land use and travel patterns:</td>
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<td>o Solicit bids that include concepts listed above.</td>
<td>o Compact growth in areas accessible to transit;</td>
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<td>• Measures that encourage transit use, carpooling,</td>
<td>o More multi-family housing;</td>
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<td>bike-share and car-share programs, active</td>
<td>o Jobs and housing closer to transit;</td>
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<td>transportation, and parking strategies, including,</td>
<td>o New housing and job growth focused in High Quality Transit Areas (HQTA); and</td>
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<td>but not limited to, transit-active transportation</td>
<td>o Biking and walking infrastructure to improve active transportation options, transit access.</td>
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<td>coordinated strategies, increased bicycle</td>
<td>• Greenhouse Gas Emissions (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.</td>
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<td>carrying capacity on transit and rail vehicles.</td>
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<td>• Incorporating bicycle and pedestrian facilities</td>
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<td>into project designs, maintaining these facilities,</td>
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<td>and providing amenities incentivizing their use;</td>
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<td>providing adequate bicycle parking and planning</td>
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<td>for and building local bicycle projects that connect</td>
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<td>with the regional network.</td>
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<td>• Improving transit access to rail and bus routes by</td>
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<td>incentives for construction of transit facilities</td>
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<td>within developments, and/or providing dedicated</td>
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<td>shuttle service to transit stations.</td>
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<td>• Adopting employer trip reduction measures to</td>
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<td>reduce employee trips such as vanpool and</td>
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<td>carpool programs, providing end-of-trip</td>
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<td>facilities, and telecommuting programs.</td>
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<td>• Designate a percentage of parking spaces for</td>
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<td>ride-sharing vehicles or high-occupancy vehicles, and</td>
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<td>provide adequate passenger loading and unloading for</td>
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<td>those vehicles.</td>
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<td>• Land use siting and design measures that reduce</td>
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<td>GHG emissions, including:</td>
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<td>o Developing on infill and brownfields sites;</td>
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<td>o Building high density and mixed-use developments near</td>
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<td>transit;</td>
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<td>o Retaining on-site mature trees and vegetation,</td>
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<td>and planting new canopy trees;</td>
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<td>o Measures that increase vehicle efficiency,</td>
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<td>encourage use of zero and low emissions vehicles,</td>
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<td>or reduce the carbon content of fuels, including</td>
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<td>constructing or encouraging construction of electric</td>
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<td>vehicle charging stations or neighborhood electric vehicle</td>
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<td>networks, or charging for electric bicycles;</td>
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<td>o Measures to reduce GHG emissions from solid</td>
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<td>waste management through encouraging solid waste</td>
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<td>recycling and reuse.</td>
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### Hazards and Hazardous Materials Significant Hazard due to Routine Transport, Use, or Disposal of

**Project-Level Mitigation Measure MM-HAZ-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies.

The Proposed Project would include the following Performance Standard as a condition of approval, which are consistent with the SCAG EIR mitigation measures as they are capable of avoiding or reducing the significant effects related to a project.
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| Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School | Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
  - Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.  
  - Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.  
  - Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.  
  - Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.  
  - Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:  
    - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.  
    - The location of such hazardous materials.  
    - An emergency response plan including employee training information.  
    - A plan that describes the manner in which placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies:  
    - Performance Standard HAZ-1 (Dewatering and Groundwater Management Plan):  
      - A Dewatering and Groundwater Management Plan (DGMP) shall be prepared and implemented to provide a framework under which work can proceed safely and contaminated groundwater can be properly handled, treated, and disposed of at a licensed disposal facility. Proper handling of the contaminated groundwater would be required regardless of the contamination source.  
      - In the unlikely event that contaminated groundwater is discovered, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy. |
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**Materials Site**

**Located on a**

**Project Consistency with SCAG 2016**

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<td>hazards and hazardous materials located on a hazardous materials site section 65962.5</td>
<td>Project-Level Mitigation Measure MM-HAZ-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act; and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.</td>
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<td>• Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</td>
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<td>• Avoid overtopping construction equipment fuel gas tanks.</td>
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<td>• During routine maintenance of construction equipment, properly contain and remove grease and oils.</td>
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<td>• Properly dispose of discarded containers of fuels and other chemicals.</td>
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<td>The Proposed Project would include the following condition of approval, which is consistent with the SCAG EIR mitigation measures as it is capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies:</td>
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<td></td>
<td>• Performance Standard HAZ-1 (Dewatering and Groundwater Management Plan):</td>
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<td>o A Dewatering and Groundwater Management Plan (DGMP) shall be prepared and implemented to provide a framework under which work can proceed safely and contaminated groundwater can be properly handled, treated, and disposed of at a licensed disposal facility. Proper handling of the contaminated groundwater would be required regardless of the contamination source.</td>
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<td>o In the unlikely event that contaminated groundwater is discovered, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use,</td>
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<td>warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</td>
<td>containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy.</td>
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<td>• Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</td>
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<td>• Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</td>
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<td>• Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</td>
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<td>• Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</td>
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<td>• Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</td>
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<td>• Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate</td>
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<td>Performance Standard HAZ-2 (Asbestos-Containing Materials and Lead-Based Paint):</td>
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<td>o Disturbance of any ACM material would be handled in accordance with applicable local and state regulations (which include SCAQMD Rule 1403 and Cal/OSHA Asbestos Construction Standard Title 8 CCR 1529).</td>
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<td>o Disturbance of any LBP materials would be handled in accordance with CDPH regulations in residential or public buildings and the US Department of Housing and Urban Development (HUD) and 2010 Toxic Substances Control Act (TSCA) Renovation, Repair and Painting Rule (RRP) in pre-1978 target housing and child-occupied facilities. DOSH or Cal/OSHA requirements must also be followed where employees may be occupationally exposed to lead.</td>
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<td>Project Condition HAZ-3 (Methane Report):</td>
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<td>o Due to the potential environmental risk associated with construction in Methane Buffer Zones, a Methane Assessment Report shall be conducted prior to the redevelopment of the Project Site.</td>
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<td><strong>regulatory oversight authority.</strong></td>
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<td><strong>Use best management practices (BMPs) regarding potential soil and groundwater hazards.</strong></td>
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<td><strong>Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</strong></td>
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<td><strong>Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</strong></td>
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<td><strong>Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</strong></td>
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<td><strong>Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</strong></td>
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<td><strong>If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.</strong></td>
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<td><strong>Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state</strong></td>
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<td>or federal law.</td>
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<td>• Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s (Cal OSHA’s) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</td>
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<td>• Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</td>
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| Hazards and Hazardous Materials Wildland Fire Risk | Project-Level Mitigation Measure MM-HAZ-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: |
|                                                  | • Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to |

This Mitigation Measure is not relevant to the Proposed Project as the Project Site is located in a fully urbanized area and there are no wildlands in the vicinity. Furthermore, the Proposed Project is subject to regulatory compliance measures, such as adherence to fire code requirements.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.</td>
<td>The Proposed Project already substantially conforms with this</td>
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<td>• Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.</td>
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<td>• Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.</td>
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<td>• Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.</td>
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<td>• Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.</td>
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<td>• Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</td>
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<td>• Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.</td>
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<td></td>
<td>• Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.</td>
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**Hydrology and Water Quality**

**Project-Level Mitigation Measure**

**MM-HYD-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG
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| Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality | has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
   ◦ Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.  
   ◦ Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.  
   ◦ Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.  
   ◦ Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.  
   ◦ Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.  
   ◦ Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:  
     ◦ U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.  
     ◦ Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.  
     ◦ California Department of Fish and Wildlife Project Consistency as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies:  
   ◦ Hydrology (National Pollutant Discharge Elimination System General Permit): Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.  
   ◦ Hydrology (Stormwater Pollution (Demolition, Grading, and Construction Activities): Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. | o Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.  
| o Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. | o All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.  
| o Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. | o Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.  
| o Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies. | o Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.  
| o Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. | o Hydrology (Standard Urban Stormwater Mitigation Plan): Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.  
| o Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans’ storm water discharge permit including long-term sediment control and drainage of roadway runoff. |  
| o Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. |  
| o Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters. |  
| | |  

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Sustainable Communities Project CEQA Exemption  
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.</td>
<td>The Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measure(s), which are capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies:</td>
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<td>• Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</td>
<td>• Hydrology (Dewatering): If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under</td>
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<td>• Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</td>
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<td>• If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.</td>
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#### Hydrology and Water Quality

| Deplete Groundwater Supply or Interfere with Groundwater Recharge | Project-Level Mitigation Measure MM-HYD-2(b): Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: |
| For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on | |
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<td>groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</td>
<td>the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.</td>
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<td>• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</td>
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<td>• Avoid designs that require continual dewatering where feasible.</td>
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<td>• Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</td>
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<td>• Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</td>
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<td>Hydrology and Water Quality Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow</td>
<td>Project-Level Mitigation Measure MM-HYD-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can</td>
<td>This Mitigation Measure is not relevant to the Proposed Project as the Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone.</td>
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<td>and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
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<td>• Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.</td>
<td>This Mitigation Measure is not relevant as the Proposed Project would not conflict with local and regional plans applicable to the Project Site. Additionally, the Project already substantially complies with this Mitigation Measure because it incorporates the following project design features regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies:</td>
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<td>• Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</td>
<td>• The Proposed Project includes a mix of uses, including dwelling units, hotel guest rooms, and commercial space, which is consistent with the existing pattern of development in the vicinity.</td>
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**Land Use and Planning Conflict with Applicable Land Use Plan, Policy, or Regulation**

| Project-Level Mitigation Measure | MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency: |
|---------------------------------| Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan. | |

**City of Los Angeles**

**Sustainable Communities Project CEQA Exemption**

**November 2019**
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| Land Use and Planning                      | **Project-Level Mitigation Measure** MM-LU-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:  
  • Consider alignments within or adjacent to existing public rights-of-way.  
  • Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.  
  • Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).  
  • Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.  
  • Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:  
    o Alignment shifts to minimize the area affected.  
    o Reduction of the proposed right-of-way take to minimize the overall area of impact.  
    o Provisions for bicycle, pedestrian, and vehicle access across improved roadways.  
  • Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.  
  • Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby destinations. | For permanent impacts relating to physically dividing a community, this mitigation measure is not relevant as the Proposed Project does not result in new right-of-way alignments or street vacations. The Proposed Project would replace four existing office and commercial buildings and will provide all required street dedications and improvements.  
  For any temporary impacts related to construction, the City imposes the following Performance Standard as a condition of approval for the Proposed Project, which is consistent with the SCAG EIR mitigation measures as they avoid or reduce the significant effects related to the physical division of an established community during construction:  
  • Performance Standard TR-2: (Construction Management Plan):  
    o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.  
    o All delivery truck loading and unloading shall take place on site.  
    o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. |
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>community facilities.</td>
<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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</table>

#### Mineral Resources

**Loss of Availability of a Known Mineral Resource**

**Project-Level Mitigation Measure**

**MM-MIN-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:

- Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.
- Where avoidance is infeasible, minimize impacts.

The Project Site is zoned C2-1. The Project Site is not located within a Mineral Resources Zone 2 (MRZ-2).\(^5\) The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. The Project Site is currently developed with four office/commercial buildings. Development of the Project Site would not block or hinder access or availability of mineral resources. Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur, and no mitigation is required.

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\(^5\) City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas containing Significant Mineral Deposits in the City of Los Angeles, September 1996.
### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

<table>
<thead>
<tr>
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</table>
| Noise Exposure of Persons to Noise in Excess of Local Standards, Excessive Groundborne Vibration or Noise Levels, Substantial Permanent Increase in Noise Level, Substantial Temporary Increase in Noise Levels | to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:  
- Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.  
- Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.  
- Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.  
- Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources. | The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:  
- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.  
- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be |
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<td>- Include permanent noise barriers and sound-attenuating features as part of the project design.</td>
<td>provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.</td>
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<td>- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.</td>
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<td>- Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.</td>
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<td>- Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</td>
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<td>- Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</td>
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<td>- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</td>
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<td>- Designate an on-site construction complaint and enforcement manager for the project.</td>
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<td>- Ensure that construction equipment are properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</td>
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<td>- Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic</td>
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<td>tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</td>
<td>construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 10-dBA reduction in sound level.</td>
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<td>• Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.</td>
<td>o Performance Standard N-5: During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.</td>
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<td>• Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.</td>
<td>o Performance Standard N-6: An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.</td>
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<td>• Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.</td>
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<td>• Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.</td>
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<td>• Use noise barriers to protect sensitive receptors from excessive noise levels during construction.</td>
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<td>• Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.</td>
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<td>• Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</td>
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<td>• Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</td>
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<td>• Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</td>
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Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<thead>
<tr>
<th>Noise Exposure of Persons to Excessive Groundborne Vibration or Noise Levels</th>
<th>Project-Level Mitigation Measure</th>
<th>The Proposed Project would implement the Performance Standards N-1 through N-6 above as conditions of approval, which is consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant effects of vibration impacts that are in the</th>
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<tr>
<td>MM-NOISE-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified</td>
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<tr>
<td>Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures</td>
<td>that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</td>
<td>jurisdiction and responsibility of public agencies and/or Lead Agencies.</td>
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<td>• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</td>
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<td></td>
<td>• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</td>
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<td>• For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</td>
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<td>• For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.</td>
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<td>Population and Housing Displacement of Housing, Requiring Replacement Housing Elsewhere</td>
<td>Project-Level Implementation Measures MM-PHE-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction’s housing elements of their general plans, as applicable and</td>
<td>This Mitigation Measure is not relevant to the Proposed Project as the Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by four office/commercial buildings. No displacement of existing housing would occur with the development of the Proposed Project, and therefore, none of the suggested measures are applicable.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>This Mitigation Measure is not incorporated because existing facilities are capable of providing acceptable response times for fire protection and emergency response services. Specifically, the Los Angeles Fire Department considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles in this instance). The Project Site is served by LAFD Station No. 61, approximately 0.6 miles northwest of the Project Site. Therefore, fire protection response with existing facilities is therefore considered adequate, and Proposed Project impacts would not be significant. Additionally, this Mitigation Measure is not incorporated because the City has determined that the following regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-1(b) with respect to avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions:</td>
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<td>• Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</td>
<td>• Public Services (LAFD): The following recommendations of the</td>
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<td>• Prioritize the use existing ROWs, wherever feasible.</td>
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<td>• Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</td>
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<tr>
<td><strong>Public Services</strong></td>
<td><strong>Project-Level Mitigation Measure</strong></td>
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<tr>
<td><strong>Adverse Impacts</strong></td>
<td><strong>MM-PS-1(b):</strong> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</td>
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<td><strong>Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services</strong></td>
<td>• Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.</td>
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<td></td>
<td>• During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b),</td>
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|        | MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. | Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:  
- Fire lanes, where required, shall be a minimum of 20 feet in width;  
- All structures must be within 300 feet of an approved fire hydrant; and  
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.  
- Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department. |

### Public Services

**Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services**

**Project-Level Mitigation Measure**  
**MM-PS-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:

- The Proposed Project substantially conforms to this mitigation measure because existing facilities are capable of providing acceptable response times for police protection. The Project Site is currently served by the City of Los Angeles Police Department’s (LAPD) West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Pacific, West L.A., Wilshire, and West Traffic areas. The Wilshire Community Police Station, located at 4861 West Venice Boulevard, approximately 1.8 miles south (driving distance) from the Project Site.

- Additionally, the Proposed Project would implement the following Performance Standards as conditions of approval, which are consistent with the SCAG EIR mitigation measure as they avoid or reduce the significant
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<td>• Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.</td>
<td>effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions:</td>
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<td>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.</td>
<td>Performance Standard PS-1 Public Services (Police – Demolition/Construction Sites):</td>
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<tr>
<td>• During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</td>
<td>Performance Standard PS-2 Public Services (Police):</td>
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<td>• The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to &quot;Design Out Crime Guidelines: Crime Prevention Through Environmental Design&quot;, published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.</td>
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<tr>
<th>Public Services</th>
<th>Project-Level Mitigation Measure</th>
<th>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance</th>
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<tr>
<td>Adverse Impacts</td>
<td>MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the</td>
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<td>Associated with New or</td>
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<td><strong>Physically Altered Governmental Facilities for School Services</strong></td>
<td>need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:</td>
<td>measures that avoid or reduce the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions:</td>
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<td>• Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</td>
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<td>• During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GE0-1(b), MM-GE0-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</td>
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<td><strong>Recreation Increased Use or Physical Deterioration of Recreational Facilities</strong></td>
<td><strong>Project-Level Mitigation Measure</strong> MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of</td>
<td>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of</td>
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<td>avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</td>
<td>other public agencies and/or Lead Agencies:</td>
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<td></td>
<td>• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</td>
<td>• Recreation (Increased Demand for Parks or Recreational Facilities): Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable Quimby fees for construction of dwelling units.</td>
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<td>• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</td>
<td>Additionally, the Proposed Project already substantially complies with this Mitigation Measure because it incorporates the following project design features regarding recreational facilities and parks:</td>
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<td>o Increasing the accessibility to natural areas for outdoor recreation.</td>
<td>• The Proposed Project would include 10,256 square feet of open space. Recreational amenities would include swimming pools and a roof terrace area. These areas provide the opportunity for Project residents, neighbors, and patrons of the retail space to gather.</td>
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<td>o Promoting infill development and redevelopment to revitalize existing communities.</td>
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<td>o Utilizing “green” development techniques.</td>
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<td>o Promoting water-efficient land use and development.</td>
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<td>o Encouraging multiple uses.</td>
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<td>o Including trail systems and trail segments in General Plan recreation standards.</td>
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<td>• Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA.</td>
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<td>• Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of</td>
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## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</td>
<td>The Proposed Project already substantially complies with this Mitigation Measure because it incorporates project design features that avoid or reduce the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies:</td>
</tr>
<tr>
<td>Transportation/ Traffic Conflict with Measures of Effectiveness For Performance of the Circulation System</td>
<td>Project-Level Mitigation Measure MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</td>
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<td>• Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.</td>
<td>• As an infill mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment, and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.</td>
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<td>• Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.</td>
<td>• The Proposed Project would include 139 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City’s Bicycle Ordinance (185480, effective May 9, 2018). A bicycle maintenance area is provided.</td>
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<td>• Provide a vanpool for employees.</td>
<td>• The Proposed Project includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.</td>
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<td>• Fund capital improvement projects to accommodate future traffic demand in the area.</td>
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<td>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:</td>
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<td>o Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement</td>
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<td>o Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document)</td>
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<td>o Signage and striping onsite to encourage use.</td>
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<td>bike safety</td>
<td>o Improve sidewalks adjacent to and within the Project.</td>
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<td>o Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials</td>
<td>o Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale lighting, etc, along La Brea Avenue.</td>
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<td>o Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.</td>
<td>o Provide pedestrian-scale retail commercial uses along street frontages.</td>
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<td>o Direct transit sales or subsidized transit passes</td>
<td>o Provide an on-site transit information kiosk.</td>
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<td>o Guaranteed ride home program</td>
<td>o Provide on-site concierge service to facilitate use of transit, taxis, shuttles, and transportation network companies.</td>
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<td></td>
<td>o Pre-tax commuter benefits (checks)</td>
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<td>o On-site car-sharing program (such as City Car Share, Zip Car, etc.)</td>
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<td>o On-site carpooling program</td>
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<td>o Distribution of information concerning alternative transportation options</td>
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<td>o Parking spaces sold/leased separately</td>
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<td>o Parking management strategies; including attendant/valet parking and shared parking spaces.</td>
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<td>Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.</td>
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<td>Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.</td>
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<td>Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.</td>
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<td>Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.</td>
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<td>Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.</td>
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<td>Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-</td>
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Additionally, the City imposes the following Mitigation Measure(s) that are consistent with the SCAG EIR mitigation measures as they avoid or reduce the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies:

- **Project Condition TR-1:** (Construction Management Plan)
  - A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.
  - All delivery truck loading and unloading shall take place on site.
  - The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to
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<td>• Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.</td>
<td>maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<td>• Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.</td>
<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>• Purchase, or create incentives for purchasing, low or zero-emission vehicles.</td>
<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>• Create local “light vehicle” networks, such as neighborhood electric vehicle systems.</td>
<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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<td>• Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.</td>
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<td>• Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.</td>
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<td>• Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.</td>
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<td>• Project Selection:</td>
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<td>o Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.</td>
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<td>o Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.</td>
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<td>• Public Involvement:</td>
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<td>o Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.</td>
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<td>• Transit and Multimodal Impact Fees:</td>
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<td>o Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.</td>
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<td>o Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.</td>
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<td>• System Monitoring:</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Arterial Traffic Management:</td>
<td>o Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.</td>
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<td>o Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.</td>
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<td>• Signal Synchronization:</td>
<td>o Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.</td>
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<td>• HOV Lanes:</td>
<td>o Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.</td>
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<td>• Delivery Schedules:</td>
<td>o Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.</td>
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<td>o Implement and supporting trip reduction programs.</td>
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<td>o Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.</td>
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<td>• Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.</td>
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<td>• Bicycle and Pedestrian Trails:</td>
<td>o Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.</td>
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<td>• Bicycle Safety Program:</td>
<td>o Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.</td>
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<td>• Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.</td>
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<td>• Bicycle Parking:</td>
<td>• Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).</td>
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<td>• Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:</td>
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<td>• Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;</td>
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<td>• Eliminate or reduce minimum parking requirements for new buildings;</td>
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<td>• “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);</td>
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<td>• Use parking pricing to discourage private vehicle use, especially at peak times;</td>
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<td>• Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;</td>
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<td>• Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;</td>
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<td>• Encourage shared parking programs in mixed-use and transit-oriented development areas.</td>
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<td>• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:</td>
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<td>• Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;</td>
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<td>• Encourage special event center operators to advertise and offer discounted transit passes with event tickets;</td>
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<td>• Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking;</td>
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<td>• Promote the use of bicycles by providing space for the operation of valet bicycle parking service.</td>
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<td>• Parking “Cash-out” Program:</td>
<td>• Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.</td>
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<td>Pedestrian and Bicycle Promotion:</td>
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<td>o Work with local community groups and downtown business</td>
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<td>associations to organize and publicize walking tours</td>
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<td>and bicycle events, and to encourage pedestrian and</td>
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<td>bicycle modes of transportation.</td>
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<td>Fleet Replacement:</td>
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<td>o Establish a replacement policy and schedule to replace</td>
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<td>fleet vehicles and equipment with the most fuel</td>
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<td>efficient vehicles practical, including gasoline hybrid</td>
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<td>and alternative fuel or electric models.</td>
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**Transportation/ Traffic Conflict with Applicable Congestion Management Program**

**Project-Level Mitigation Measure MM-TRA-2(b).** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:

- Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:
  - o Advocate for a regional, market-based system to price or charge for auto trips during peak hours.
  - o Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.
  - o Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or

The Proposed Project already substantially complies with this Mitigation Measure because it incorporates project design features that avoid or reduce the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways:

- o As a mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.
- o The Proposed Project would include 139 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City’s Bicycle Ordinance (185480, effective May 9, 2018). A
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<td>streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.</td>
<td>bicycle maintenance area is provided.</td>
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<td>o Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.</td>
<td>o The Proposed Project includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.</td>
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<td>o Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.</td>
<td>o Improve sidewalks adjacent to and within the Project.</td>
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<td>o Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency:</td>
<td>o Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale lighting, etc, along La Brea Avenue.</td>
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<td>1. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.</td>
<td>o Provide pedestrian-scale retail commercial uses along street frontages.</td>
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<td>2. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</td>
<td>o Provide an on-site transit information kiosk.</td>
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<td>3. Location of construction staging areas for materials, equipment, and vehicles at an approved location.</td>
<td>o Provide on-site concierge service to facilitate use of transit, taxis, shuttles, and transportation network companies.</td>
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<td></td>
<td>4. A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.</td>
<td>Additionally, the Proposed Project is consistent with the SCAG EIR Mitigation Measure as it would avoid or reduce the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The Proposed project would incorporate the following Condition to reduce short term construction impacts:</td>
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<td>6. As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers</td>
<td>o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures,</td>
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<td>do not park in on street spaces.</td>
<td>traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.</td>
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<td>• Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.</td>
<td>o All delivery truck loading and unloading shall take place on site.</td>
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<td>• Any heavy equipment brought to the construction site shall be transported by truck, where feasible.</td>
<td>o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<td>• No materials or equipment shall be stored on the traveled roadway at any time.</td>
<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>• Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.</td>
<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>• All equipment shall be equipped with mufflers.</td>
<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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<td>• Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.</td>
<td>o Promote “least polluting” ways to connect people and goods to their destinations.</td>
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<td>• Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:</td>
<td>o Ensure transportation centers are multi-modal to allow transportation modes to intersect.</td>
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<td></td>
<td>o Ensure transportation centers are multi-modal to allow transportation modes to intersect.</td>
<td>o Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.</td>
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<td></td>
<td>o Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.</td>
<td>o To the extent feasible, extend service and hours of operation to underserved arterials</td>
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<td>o To the extent feasible, extend service and hours of operation to underserved arterials</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>and population centers or destinations such as colleges.</td>
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<td>o</td>
<td>Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.</td>
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<td>o</td>
<td>Coordinate schedules and routes across service lines with neighboring transit authorities.</td>
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<td>o</td>
<td>Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles).</td>
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<td>o</td>
<td>Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so.</td>
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<td>o</td>
<td>Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.</td>
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<td>o</td>
<td>Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</td>
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<td>o</td>
<td>Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.</td>
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<td>•</td>
<td>Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>o</td>
<td>Ensure transit stops and bus lanes are safe, convenient, clean and efficient.</td>
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<td>o</td>
<td>Ensure transit stops have clearly marked street-level designation, and are accessible.</td>
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<td>o</td>
<td>Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.</td>
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<td>o</td>
<td>Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.</td>
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<td>•</td>
<td>Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>o</td>
<td>Develop a Regional Pass system to reduce the number of different passes and tickets required of system users.</td>
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<td>o</td>
<td>Implement “Smart Bus” technology, using</td>
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<td>GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service).</td>
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<td>- Investigate the feasibility of an on-line trip-planning program.</td>
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<td>- Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>- Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic.</td>
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<td>- Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.</td>
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<td>- Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>- Designate a certain percentage of parking spaces for ride-sharing vehicles.</td>
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<td>- Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.</td>
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<td>- Provide a web site or message board for coordinating shared rides.</td>
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<td>- Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.</td>
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<td>- Hire or designate a rideshare coordinator to develop and implement ridesharing programs.</td>
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<td>- Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:</td>
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<td>- Provide assistance to regional and local ridesharing organizations.</td>
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<td>- Advocate for legislation to maintain and expand incentives for employer ridesharing programs.</td>
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<td>- Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.</td>
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<td>- Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.</td>
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<td>- Implement a “guaranteed ride home” program.</td>
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<td>for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.</td>
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<td>• Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.</td>
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<td>• Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.</td>
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<td>• Work with existing shuttle service providers to coordinate their services.</td>
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<td>• Facilitate employment opportunities that minimize the need for private vehicle trips, including:</td>
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<td>o Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</td>
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<td>o Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.</td>
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<td>• Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.</td>
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<td>• Organize events and workshops to promote GHG-reducing activities.</td>
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<td>• Implement a Parking Management Program to discourage private vehicle use, including:</td>
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<td>o Encouraging carpools and vanpools with preferential parking and a reduced parking fee.</td>
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<td>o Institute a parking cash-out program.</td>
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<td>o Renegotiate employee contracts, where possible, to eliminate parking subsidies.</td>
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<td>o Install on-street parking meters with fee structures designed to discourage private vehicle use.</td>
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<td>o Establish a parking fee for all single-occupant vehicles.</td>
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<td>• Work with school districts to improve pedestrian and bicycle to schools and restore school bus service</td>
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<td>• Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.</td>
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<td>• Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.</td>
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<td>• Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.</td>
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<td>• Synchronize traffic signals to reduce congestion and air quality.</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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<td>• Work with community groups and business associations to organize and publicize walking tours and bicycle events. &lt;br&gt;• Support legislative efforts to increase funding for local street repair.</td>
<td>The Proposed Project would implement the following Performance Standard as a condition of approval, which is consistent with the SCAG EIR mitigation measures as they avoid or reduce impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies: &lt;br&gt;• Performance Standard TR-2 (Construction Management Plan):  &lt;br&gt;  o A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.  &lt;br&gt;  o All delivery truck loading and unloading shall take place on site.  &lt;br&gt;  o The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</td>
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<td>pedestrians in all areas potentially affected by project construction.</td>
<td>o Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</td>
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<td>o Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</td>
<td>o Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</td>
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<td>o Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</td>
<td>o The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</td>
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<td>o Storage of construction materials only in designated areas.</td>
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<td>• Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</td>
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<td>• Enhance emergency preparedness awareness among public agencies and with the public at large.</td>
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<td>• Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:</td>
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<td>o Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.</td>
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<td>o Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.</td>
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<td>o Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction’s ability to function.</td>
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<th>Utilities and Service Systems</th>
<th>Project-Level Mitigation Measure</th>
<th>The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance</th>
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<td>MM-US-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines</td>
<td>SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities</td>
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| Wastewater Treatment Facilities     | and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan. Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities. | measures that avoid or reduce the significant effects on utilities and service systems:  
   - Utilities (Low Impact Development Plan): Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.  
   - Utilities (Water): As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.  
   - Utilities (Water): The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).  
   - Utilities (Water): The Proposed Project would be required to... |
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| Utilities and Service Systems Require New or Expanded Entitlements for Water Supply | **Project-Level Mitigation Measure**  
**MM-USS-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:  
• Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.  
• Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.  
• Implement water conservation best practices such as low-flow toilets, water-efficient clothes | The Proposed Project already substantially conforms with this Mitigation Measure as it is subject to the following regulatory compliance measures that avoid or reduce the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:  
○ As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.  
○ The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in connection with emergency situations).
## Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

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| **Utilities and Service Systems**<br>**Landfill with Sufficient Capacity**<br>Project-Level Mitigation Measure<br>**MM-US-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:  
- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:  
  - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.  
  - Inclusion of a waste management plan that promotes maximum C&D diversion.  
  - Source reduction through (1) use of | the cooler months and during the rainy season).  
- The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants’ needs.  
- Utilities (Solid Waste Recycling)  
  - (Operational) All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site. |
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<td>materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</td>
<td>(Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.</td>
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<td>o Reuse of existing structure and shell in renovation projects.</td>
<td>(Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.</td>
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<td>o Design for deconstruction without compromising safety.</td>
<td>(Construction/Demolition) To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.</td>
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<td>o Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.</td>
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<td>o Development of indoor recycling program and space.</td>
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<td>o Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill on neighboring communities.</td>
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<td>o Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQM and 2016 RTP/SCS policies can and should be required.</td>
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<td>o Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.</td>
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<td>o Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</td>
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<td>o Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</td>
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<td>o Develop alternative waste management</td>
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### Project Consistency with SCAG 2016-2040 RTP / SCS Mitigation Measures

<table>
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<tr>
<th>Impact</th>
<th>Project – Level Mitigation Measures (Implemented by Lead Agency)</th>
<th>Project Consistency</th>
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<td>strategies such as composting, recycling, and conversion technologies.</td>
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<td>o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</td>
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<td>o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</td>
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<td>o Integrate reuse and recycling into residential industrial, institutional and commercial projects.</td>
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<td>o Provide recycling opportunities for residents, the public, and tenant businesses.</td>
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<td>o Provide education and publicity about reducing waste and available recycling services.</td>
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<td>o Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.</td>
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<td>o Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</td>
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5.0 Performance Standards

5.1 Residential

- The Project shall not contain any more than 200 dwelling units.

5.2 Energy and Water Efficiency

- The project shall be designed to be 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and to achieve 25 percent less water usage than the average household use in the region.

5.3 Cultural Resources

- Performance Standard CR-1 (Cultural Resources):
  - Prior to the commencement of ground disturbing activities, a Cultural Resources Monitoring Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for ground-disturbing activities; a construction worker training program; and discovery and processing protocol for inadvertent discoveries of cultural resources or Tribal Cultural Resources. The plan shall identify the areas of sensitivity determined for cultural resources and Tribal Cultural Resources that require monitoring and detail a protocol for determining circumstances in which additional, or reduced levels of monitoring (e.g., spot checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geoarchaeological setting to determine whether undisturbed sediments (i.e., ‘native’ sediments) capable of preserving archaeological remains are present adjacent to or beneath those sediments disturbed by urban development, and the depth at which these sediments would no longer be capable of containing archaeological material and thereby cease to require an archaeological monitoring to be present. Because of the overall sensitivity for archaeological resources affiliated with Native American occupation, the Monitoring Plan shall consider the extent of existing disturbances and determine the presence of cultural resources within those or surrounding native sediments. The plan shall identify the process for contacting tribal groups in the event of inadvertent discovery of archaeological resources, Tribal Cultural Resources, or human remains.

- Performance Standard CR-2 (Archaeological Resources):
  - In the event that archaeological resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior’s Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

5.4 Hazards and Hazardous Materials

- Performance Standard HAZ-1 (Dewatering and Groundwater Management Plan):
  - A Dewatering and Groundwater Management Plan (DGMP) shall be prepared and implemented to provide a framework under which work can proceed safely and contaminated groundwater can be properly handled, treated, and disposed of at a licensed disposal facility. Proper handling of the contaminated groundwater would be required regardless of the contamination source.
In the unlikely event that contaminated groundwater is discovered, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy.

- **Performance Standard HAZ-2 (Asbestos-Containing Materials and Lead-Based Paint):**
  - Disturbance of any ACM material would be handled in accordance with applicable local and state regulations (which include SCAQMD Rule 1403 and Cal/OSHA Asbestos Construction Standard Title 8 CCR 1529).
  - Disturbance of any LBP materials would be handled in accordance with CDPH regulations in residential or public buildings and the US Department of Housing and Urban Development (HUD) and 2010 Toxic Substances Control Act (TSCA) Renovation, Repair and Painting Rule (RRP) in pre-1978 target housing and child-occupied facilities. DOSH or Cal/OSHA requirements must also be followed where employees may be occupationally exposed to lead.

- **Performance Standard HAZ-3 (Methane Report):**
  - Due to the potential environmental risk associated with construction in Methane Buffer Zones, a Methane Assessment Report shall be conducted prior to the redevelopment of the Project Site.

### 5.5 Noise

**Increased Noise Levels (Demolition, Grading, and Construction Activities):**

- **Performance Standard N-1:** Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

- **Performance Standard N-2:** To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- **Performance Standard N-3:** The project contractor shall use power construction equipment with noise shielding and muffling devices.

- **Performance Standard N-4:** The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include \( \frac{3}{4} \) inch plywood or other sound absorbing material capable of achieving a 10-dBA reduction in sound level.

- **Performance Standard N-5:** During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.

- **Performance Standard N-6:** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.
5.6 Public Services

- Performance Standard PS-1 Public Services (Police – Demolition/Construction Sites):
  - Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

- Performance Standard PS-2 Public Services (Police):
  - The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

5.7 Transportation and Traffic

- Performance Standard TR-1 (Construction Management Plan):
  - A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.
  - All delivery truck loading and unloading shall take place on site.
  - The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
  - Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
  - Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
  - The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
December 27, 2019

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

SUSTAINABLE COMMUNITIES PROJECT EXEMPTION REQUEST FOR A PROPOSED PROJECT AT 623 - 671 SOUTH LA BREA AVENUE; CASE NOS. ZA-2019-1744-CU-MCUP-SPR-TOC & VTT-82618-CN;

On November 26, 2019, the Director of Planning submitted the justification (and supporting documents) for a Sustainable Communities Project CEQA Exemption (SCPE) for a proposed project located at 623 - 671 South La Brea Avenue. Subsequent to that submission, the Department of City Planning became aware that the plans (Figures 6 through 16) inadvertently included drawings from a prior plan set. Therefore, attached herein is the revised SCPE with the correct plans (Figures 6 through 16), reflecting the currently proposed project as detailed in the Project Description and the current site plans dated September 24, 2019 have been incorporated herein. No other material or analytical changes were made to this document.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Enclosures

ENV-2019-1736-SCPE- 639 La Brea Sustainable Communities Project CEQA Exemption
January 24, 2020

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:


On November 26, 2019, the Director of Planning submitted the justification (and supporting documents) for a Sustainable Communities Project California Environmental Quality Act (CEQA) Exemption (SCPE) for a proposed project located at 623 - 671 South La Brea Avenue. Subsequent to that submission, multiple comment letters have been submitted to the Council File (C.F. No. 19-1533) regarding the appropriateness of the use of the SCPE for the proposed project. The following is a response, in part, to those comments.

In 2008, Senate Bill (SB) 375 was enacted to coordinate land use and transportation planning to reduce greenhouse gas emissions. SB 375 requires Metropolitan Planning Organizations (MPOs), such as the Southern California Association of Governments (SCAG), to create a new component in their Regional Transportation Plan (RTP) to include a Sustainable Communities Strategy (SCS) with the purpose of setting forth a forecasted development pattern for the region that integrates transportation policies to reduce greenhouse gas emissions and achieve the reduction targets approved by the California Air Resources Board. SB 375 also includes environmental clearances for projects that qualify as Transit Priority Projects (TPPs) under Public Resources Code (PRC) Section 21155. The SB 375 environmental clearances are intended to meet the goals of the SCS to encourage higher density, infill development located near transit.

One of these environmental clearances is the Sustainable Communities Project CEQA Exemption. If a project qualifies as a TPP and is declared by the City Council to be a Sustainable Communities Project (SCP), it is statutorily exempt from CEQA.

1 In 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS details how the region will integrate its transportation and land use strategies in order to achieve federal regional air quality emissions standards and state greenhouse gas reduction targets.
To be a TPP, the project must:

- Be consistent with the general land use designation, density, building intensity, and applicable policies in the SCAG RTP/SCS; and

- Meet the criteria in Public Resources Code (PRC) Section 21155(b) related to minimum density, residential uses, and distance from a major transit stop or high-quality transit corridor included in a regional transportation plan.

A TPP may be declared an SCP by the City Council, if it meets all of the following:

- It complies with all environmental criteria identified in PRC Section 21155.1(a);

- It meets all the land use criteria identified in PRC Section 21155.1(b); and

- It meets at least one public benefit criteria in PRC Section 21155.1(c).

The evaluation of a SCP differs from standard environmental review in that it relies on consistency analysis with the SCAG RTP/SCS and showing compliance with land use and the environmental criteria, rather than preparing impact analyses caused by the proposed project.

Therefore, if the City Council determines that the proposed project qualifies for the SCPE, the concerns raised in the comment letters regarding the inadequacy of the analysis provided for the project’s environmental clearance are without merit.

Specifically, none of the criteria to qualify as a SCPE require a detailed analysis of a project’s potential impacts to Greenhouse Gas Emissions (GHG). Instead, in consideration of a project’s potential impacts to GHG, the SCPE environmental clearance primarily relies on three (3) criteria:

1. That any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project;

2. The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan; and

3. The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

The analysis provided in Case No. ENV-2019-1736-SCPE (Section 4.0 Project Consistency with SCAG 2016-2040 RTP/SCS Mitigation Measures) demonstrates that the proposed project will incorporate applicable performance standards or criteria set forth in SCAG’s 2016-2040 RTP/SCS environmental impact report through the implementation of various Regulatory Compliance Measures set forth by the California Air Resources Board, the South California Air Quality District, and other local, state and federal regulations. The project is within ¼-mile of major transit stops at the intersection of La Brea Avenue/6th Street and Wilshire Boulevard/La Brea Avenue. La Brea Avenue, Wilshire Boulevard, and 6th Street are served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) with headways of 15 minutes or less, which include Metro lines: 20, 212, and 720. Additionally, a Metro Purple Line railway station
is currently under construction immediately adjacent to the south of the project site at the intersection of Wilshire Boulevard and La Brea Avenue. Therefore, the proposed project is located within ¼-mile of a high-quality transit corridor and the future Wilshire Boulevard and La Brea Avenue Metro Purple Line station. Finally, based on a Title 24 Energy Performance Report prepared by Optimum Energy Design (OED) dated April 2019 (Case No. ENV-2019-1736-SCPE; Attachment F.1), the proposed project will be 15 percent more energy efficient than required by Title 24, Part 6, the California Energy Code; and based a Total Water Use Reduction Report prepared by OED, dated April 2019 (Case No. ENV-2019-1736-SCPE; Attachment F.2), the proposed project will use 25 percent less water than the average household in the region.

Therefore, as the proposed project satisfies the three (3) criteria above related to GHG, as well as all of the other criteria found in PRC Sections 21155 and 21155.1, the State has mandated that such a project is exempt from CEQA and requires no further environmental analysis. The analysis provided in Case No. ENV-2019-1736-SCPE demonstrates that the proposed project satisfies the two (2) criteria to be a TPP and the three (3) criteria to be declared a SCP.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

[Signature]

Oliver Netburn
City Planner

VPB:ON:MC