

Attachment J: Project Consistency with SCAG's 2020–2045 RTP/SCS

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area, and in that capacity bears the responsibility under SB 375 to implement and administer regional transportation plans (RTPs) and sustainable communities strategies (SCSs) for purposes of achieving the goals for reducing greenhouse gases as envisioned by AB 32. On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). The 2016-2040 RTP/SCS contains a forecasted transportation system and development pattern for the region, which, if implemented, will reduce greenhouse gas emissions to meet regional greenhouse gas emission reduction targets, which CARB had established as eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035.

On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016-2040 RTP/SCS and determined that the 2016-2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets and thus, met the criteria to be a sustainable communities strategy. The 2016-2040 RTP/SCS was last amended in September 2018, to reflect CARB's revised long-range GHG emissions reduction target of 19 percent below 2005 per capita emissions levels by 2035.

The 2020-2045 RTP/SCS (also known as the Connect SoCal plan) is SCAG's most recent update to the 2016-2040 RTP/SCS. Like the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target.

1.0 Sustainable Communities Strategy Criteria

As provided in Section 2.0, Sustainable Communities Strategy Criteria, of this Exemption, Public Resources Code (PRC) Section 21155(a) sets forth that a proposed transit priority project be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in an adopted Sustainable Community Strategy. As with SCAG's 2016–2040 RTP/SCS, SCAG's 2020–2045 RTP/SCS' land use strategies generally aim to focus new growth in areas well-served by transit. SCAG's 2020–2045 RTP/SCS identifies livable corridors, which would enable residents to be closer to jobs and recreational and active transportation amenities and opportunities (SCAG, Connect SoCal Plan Draft PEIR, p. 3.9-57). Based on Exhibit 3.10 of SCAG's 2020–2045 RTP/SCS, the Project Site and surrounding area are located within livable corridors (SCAG, Connect SoCal, The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), p. 93). Livable corridors are arterial roadways where local jurisdictions may plan for a combination of high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways (SCAG, 2020-2045 RTP/SCS, p. 167).

Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the 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. The three land development categories represent distinct forms of land use, ranging from dense and walkable mixed-use urban areas well served by transit, to lower-intensity, less walkable places where land uses are segregated, and most trips are made via automobile. (SCAG, 2020-2045 RTP/SCS, Technical Report: Sustainable Communities Strategy, pp. 44-45). Based on these characteristics and the Project's location within a livable corridor, the Project would be categorized in the "Urban" Land Development Category. SCAG's Sustainable Communities Strategy provides the following definition for the "Urban" Land Development Category:

Often found within and directly adjacent to moderate and high density urban centers. Virtually all 'Urban' growth would be considered infill or redevelopment. The majority of housing units are multifamily and attached single family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. Well-connected street networks and the mix of intensity of uses result in a highly walkable environment. Enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle (SCAG, Sustainable Communities Strategy, p. 45). Within the "Urban" Land Development Category, there are various urban footprint place types, including Mixed Use, Residential, Commercial, Office, Research and Development, Industrial, Civic and Open Space (SCAG, 2020-

The Project is consistent with the Mixed Use and Residential place types within the "Urban" Land Development Category:

- Urban Mixed Use place types are exemplified by a variety of intense uses and building types. Typical buildings are between 10 and 40+ stories tall, with offices and/or residential uses and ground-floor retail space. Parking is usually structured below or aboveground. Workers, residents, and visitors are well-served by transit, and can walk or bicycle for many of their transportation needs. The typical land use mix for this place type is approximately 18 percent residential, 16 percent employment, 45 percent mixed use, and 21 percent open space/civic. The residential mix is 100 percent multi-family. The average total net Floor Area Ratio (FAR) is 9.0 and the gross density ranges from 40 to 500+ households per acre (SCAG, 2020-2045 RTP/SCS Technical Report: Sustainable Communities Strategy, "Appendix 1 - SPM Place Types," p. 1).
- Urban Residential place types are typically found within or adjacent to major downtowns. They include high- and mid-rise residential towers, with some ground-floor retail space. Parking is usually structured below or aboveground. Residents are well-served by transit and can walk or bicycle for many of their daily needs. The land use mix for this place type is typically approximately 64 percent residential, 4 percent employment, 12 percent mixed use, and 21 percent open space/civic. The residential mix is 100 percent multi-family. The average total net FAR is 9.0 and the gross density ranges from 75- to 500+ households per acre (SCAG, 2020-2045 RTP/SCS Technical Report: Sustainable Communities Strategy, "Appendix 1 – SPM Place Types," p. 1).

The Project Site is located within the Hollywood Community Plan Area of the City along a major commercial corridor, which is a high-density urban area featuring a mix of low- to high-rise buildings with various land uses including residential (single-family and multi-family), retail, entertainment, and other commercial offices and services. Specific land uses adjacent to the Project Site include commercial, office, retail, entertainment, and institutional uses. Much of the development occurring or proposed within the Hollywood Community Plan Area is infill development on existing surface parking areas or redevelopment of existing sites. The Hollywood Community Plan Area is also well served by public transit, particularly the Metro B Line subway, which connects Hollywood to the San Fernando Valley and Downtown Los Angeles and includes a station located less than 0.5 miles from the Project Site. The Project Site is specifically accessible by Metro's B Line Hollywood/Vine station located approximately 0.3 miles north of the Project Site, Metro Local Routes 2, 302, 210, and LADOT DASH Hollywood/Wilshire and Beachwood Canyon.

In terms of the Project's general consistency with SCAG's 2020-2045 RTP/SCS use designation, density, and building intensity, the Project's multi-family and commercial uses would be consistent with the mix of uses typically found within the Urban Mixed Use and Urban Residential place type areas. In addition, the average density per acre of the Project

would be 175 household units per acre (198 units/1.13 acre), which would also be consistent with the density ranges for Urban Mixed Use and Urban Residential place types. With regard to building intensity, SCAG provides that typical Urban Mixed Use and Urban Residential place type areas include an average total net FAR of 9.0. As described in Section 1.0, Project Description, of this Exemption, the maximum FAR of the Project would be 4.47:1, which is within the average total net FAR of 9.0 envisioned for the Urban Mixed Use and Urban Residential place type areas.

Based on the above, the Project is consistent with the SCAG “Urban” Land Use Designation, as well as the associated density and building intensity assumptions in SCAG’s 2020-2045 RTP/SCS. Furthermore, the Project is consistent with the applicable goals and policies in the 2020-2045 RTP/SCS, as summarized below in Section 2.0. As such, the Project is consistent with this Sustainable Communities Strategy criterion.

2.0 Project Consistency with the Goals of SCAG's 2020–2045 RTP/SCS

As previously discussed, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles. On September 3, 2020, SCAG's Regional Council adopted its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), Connect SoCal. Connect SoCal's core vision is to build upon and expand land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes new initiatives at the intersection of land use, transportation, and technology to reach our region's GHG reduction goals.¹

Chapter 1 of SCAG's 2020-2045 RTP/SCS presents the goals and guiding principles for the RTP/SCS. In addition, Chapter 3 of SCAG's 2020-2045 RTP/SCS identifies the sustainable communities strategies that were incorporated into the RTP/SCS. Provided below is a discussion of the Project's consistency with the goals and guiding principles as well as with the sustainable communities strategies presented in SCAG's 2020-2045 RTP/SCS.

2.1 Connect SoCal Goal 1: Encourage regional economic prosperity and global competitiveness.

Not Applicable. This goal is directed toward SCAG as it relates to encouraging regional economic prosperity and global competitiveness and does not apply to individual development projects.

2.2 Connect SoCal Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.

Consistent. The Project would develop a new mixed-use building consisting of 198 new residential units (11 percent of the 184 base density units or 21 of which would be reserved for Very Low Income Households) and 16,000 square feet of ground-floor commercial space in the Hollywood area within a designated High Quality Transit Area (HQTa).² The 2020–2045 RTP/SCS defines a HQTa as generally walkable transit village or corridor that is within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.³ The Project Site is in

¹ SCAG, Connect SoCal, The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), adopted September 3, 2020.

² SCAG, 2016 RTP/SCS, April 2016, Exhibit 5.1, High Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.

³ SCAG, Connect SoCal 2020-2045 RTP/SCS, September 2020, p. 51.

proximity to a variety of public transit options. The Project Site is located less than 0.5 mile of Metro's B Line Hollywood/Vine Station. The Metro B Line travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals during the commuter peak periods. In addition, there are several bus lines that operate in the vicinity of the Project Site. The closest bus lines to the Project Site include Metro Local Route 2 and Metro Limited Route 302. A bus stop located directly in front of the Project Site along Vine Street serves these bus lines. Sunset Boulevard, located within the immediate vicinity of the Project Site, also qualifies as a High Quality Transit Corridor (HQTC) with bus service frequency of at least 15 minutes during the peak hour periods. The Project area also includes a mature network of roads and freeways that provide local and regional access. The Project is designed to promote walkability by siting all commercial uses on the ground floor fronting Vine Street to encourage pedestrian activity. In addition, the Project would enhance the pedestrian streetscape environment along Vine Street, Leland Way, and De Longpre Avenue by incorporating pedestrian friendly design features such as storefronts with floor-to-ceiling glazing, new trees, and landscaping around the building perimeter. The Project would also provide long-term and short-term bicycle parking spaces in accordance with LAMC requirements. Additionally, the Project does not include any design features that could pose safety issues to travelers. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. The Project does not include any proposed modifications to the street system or any dangerous design features. Thus, the Project's proximity to a variety of public transit options, pedestrian-friendly design, and the availability of multiple modes of transportation, would allow the Project to improve mobility, accessibility, reliability, and travel safety for residents and visitors to the area.

2.3 Connect SoCal Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

Not Applicable. This goal is directed toward SCAG and does not apply to individual development projects.

2.4 Connect SoCal Goal 4: Increase person and goods movement and travel choices within the transportation system.

Consistent. As previously mentioned, the Project Site is located in the Hollywood area within a designated HQT. The Project Site is in proximity to a variety of public transit options. As described above, the Project Site is located less than 0.5 mile of Metro's B Line Hollywood/Vine Station, and there are several bus lines that operate in the vicinity of the Project Site. The closest bus lines to the Project Site include Metro Local Route 2 and Metro Limited Route 302. Sunset Boulevard, located within the immediate vicinity of the Project Site, also qualifies as a HQTC with bus service frequency of at least 15 minutes during the peak hour periods. The Project area also includes a mature network of roads and freeways that provide local and regional access. The Project is designed to promote walkability by

siting all commercial uses on the ground floor fronting Vine Street to encourage pedestrian activity. In addition, the Project would enhance the pedestrian streetscape environment along Vine Street, Leland Way, and De Longpre Avenue by incorporating pedestrian friendly design features such as storefronts with floor-to-ceiling glazing, new trees, and landscaping around the building perimeter. The Project would also provide long-term and short-term bicycle parking spaces in accordance with LAMC requirements. Thus, the Project's proximity to a variety of public transit options, pedestrian-friendly design, and the availability of multiple modes of transportation, would allow the Project to increase person and good movement and travel choices within the transportation system.

2.5 Connect SoCal Goal 5: Reduce greenhouse gas emissions and improve air quality.

Consistent. The Project would reduce greenhouse gas emissions and improve air quality by concentrating new development within a HQTAs, as discussed above. The Project would provide new housing and commercial uses near transit, which would further encourage the use and productivity of the existing public transportation system. Also, the Project design features would reduce vehicle miles traveled and help to improve air quality in the region. In addition, the Project would not only comply with, but also exceed the energy efficiency requirements of the Title 24, Part 6, California Energy Code. Buildings that are part of a transit priority project are typically 15-percent more energy efficient than required by Chapter 6 of the Title 24 of the California Code of Regulations. Buildings and landscaping within transit priority projects are also designed to achieve 25 percent less water usage than the average household use in the region. With the energy and water efficiency compliance strategies, the Project's energy use would be 16.7 percent less than what is allowed by Title 24, and the Project's water use would be 61 percent below the Metropolitan Water District's baseline.

2.6 Connect SoCal Goal 6: Support healthy and equitable communities.

Consistent. The Project's location and design features would encourage active transportation within the Project Site and surrounding area, which would help reduce greenhouse gas emission and improve air quality. Specifically, the Project Site is located in a pedestrian oriented area in the Hollywood Community Plan Area along Vine Street with a high density of commercial, entertainment and new housing options. The Project would improve the pedestrian streetscape by including commercial uses on the ground floor, planting new trees, and installing landscaping around the perimeter of the Project Site to promote walkability. The Project would also provide long-term and short-term bicycle parking spaces to encourage alternative modes of transportation. In addition, the Project Site is in close proximity to a variety of public transit options, as previously described above. These design features would reduce vehicle miles traveled and help to improve air quality in the region.

2.7 Connect SoCal Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

Not Applicable. This goal is directed toward SCAG as it relates to adapting to a changing climate and supporting an integrated regional development pattern and transportation network, and does not apply to individual development projects.

2.8 Connect SoCal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

Not Applicable. This policy about new technologies is directed toward SCAG and does not apply to individual development projects. The Project includes the development of 198 residential units and 16,000 square feet of commercial space. The Project is located within close proximity to regional serving transit and provides bicycle parking facilities. Concentrating density near regional serving transit and providing bicycle parking facilities would provide residents and employees of the Project alternative methods of transportation, therefore resulting in more efficient travel.

2.9 Connect SoCal Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

Consistent. The Project would construct 198 residential units of various sizes, and would also set aside 11 percent of the 184 base density units (21 units) for Very Low Income households. The Project is within an HQTAs and is supported by multiple transportation options, as discussed above.

2.10 Connect SoCal Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.

Not Applicable. The Project Site is located within a highly urbanized area and does not include natural and agricultural lands. This goal does not apply to the Project.

2.11 Connect SoCal Guiding Principle 1: Base transportation investments on adopted regional performance indicators and MAP-21/Fast Act regional targets.

Not Applicable. This principle regarding transportation investments is directed toward SCAG and does not apply to individual development projects.

2.12 Connect SoCal Guiding Principle 2: Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.

Not Applicable. This principle regarding funding is directed toward SCAG and does not apply to individual development projects.

2.13 Connect SoCal Guiding Principle 3: Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.

Not Applicable. This principle regarding land use and growth strategies that recognize local input, promote sustainable transportation options, and supports equitable and adaptable communities is directed toward SCAG and does not apply to individual development projects. However, as previously discussed, the Project would be located within an HQTAs that is supported by multiple transportation options and would include bicycle parking, which would promote sustainable transportation options such as walking, bicycling, and use of public transit.

2.14 Connect SoCal Guiding Principle 4: Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.

Not Applicable. This principle about encouraging investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use is primarily directed toward SCAG and does not apply to individual development projects. Notwithstanding, the Project is located within close proximity to regional serving transit and provides bicycle parking facilities. Concentrating density near regional serving transit and providing bicycle parking facilities would provide residents and employees of the Project alternative methods of transportation, therefore reducing the demand for single occupancy vehicle use.

2.15 Connect SoCal Guiding Principle 5: Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.

Not Applicable. This principle is directed toward SCAG and does not apply to individual development projects. However, as previously discussed above, the Project would be located near regional serving transit and would provide bicycle parking facilities. These features of the Project would provide residents and employees of the Project alternative

modes of transportation such walking, bicycling, and use of public transit, which would result in improved air quality and reduced greenhouse gas emissions.

2.16 Connect So Cal Guiding Principle 6: Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.

Not Applicable. This principle about monitoring progress on all aspects of the plan is directed toward SCAG and does not apply to individual development projects.

2.17 Connect So Cal Guiding Principle 7: Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.

Not Applicable. This principle is directed toward SCAG and does not apply to individual development projects.

2.18 Connect SoCal Sustainable Communities Strategy 1: Focus Growth Near Destinations and Mobility Options.

Consistent. The Project would develop 198 new residential units (11 percent of the 184 base density units or 21 of which would be reserved for Very Low Income Households) and 16,000 square feet of ground-floor commercial space within the Hollywood Community Plan area, a destination center. The proposed development would also locate housing and create jobs near transit. The Project has convenient access to a variety of public transportation options provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT). Specifically, transit options in the vicinity of the Project Site include the Hollywood/Vine station of the Metro B Line (formerly known as the Metro Red Line) located approximately 0.3 miles north of the Project Site; Metro bus lines 210 and 2; and LADOT's DASH Hollywood route.

2.19 Connect SoCal Sustainable Communities Strategy 2: Promote Diverse Housing Choices.

Consistent. The Project would construct 198 residential units of various sizes, and would also set aside 11 percent of the 184 base density units (21 units) for Very Low Income households.

2.20 Connect SoCal Sustainable Communities Strategy 3: Leverage Technology Innovations

Not Applicable. This broad strategy is directed toward SCAG and does not apply to individual development projects.

2.21 Connect SoCal Sustainable Communities Strategy 4: Support Implementation of Sustainability Policies

Not Applicable. This broad strategy is directed toward SCAG and does not apply to individual development projects.

2.22 Connect SoCal Sustainable Communities Strategy 5: Promote a Green Region.

Not Applicable. This broad strategy is directed toward SCAG and does not apply to individual development projects.

3.0 Project Consistency with SCAG 2020-2045 RTP/SCS Mitigation Measures

As described above, SCAG's RTP/SCS is the Sustainable Communities Strategy applicable to the Project Site. A Program Environmental Impact Report (PEIR) was prepared to evaluate the potential environmental impacts of the 2020-2045 RTP/SCS. As part of that PEIR, mitigation measures were included that would reduce potentially significant impacts identified in the PEIR. The complete list of the mitigation measures identified in the PEIR is included in Exhibit B, Mitigation Monitoring and Reporting Program, of the Final PEIR. While this is the area-wide plan applicable to the Project Site, the MMRP of the Final PEIR does not include project-level mitigation measures that are required of the Project. SCAG's MMRP does provide 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 table below provides an analysis of the consistency of the Project with applicable mitigation measures included in the PEIR. As demonstrated by the table, the Project substantially conforms to the applicable mitigation measures set forth in SCAG's MMRP through compliance with regulatory requirements as well as implementation of the Project Commitments required as Conditions of Approval, as set forth in Section 5.0, Project Commitments, of this Exemption. As noted in the table below, many of the mitigation measures are not applicable to the Project. In addition, many mitigation measures beyond those discussed below are directed towards SCAG and are regional measures that are not applicable to the Project. Such measures are, therefore, not included in the table below.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Aesthetics (AES)		
AES-1: Potential to have a substantial adverse effect on a scenic vista.	MM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match	No mitigation applies. As described in Section 1.0, Project Description, of this Exemption, the Project Site is located in a Transit Priority Area, and the Project is considered a transit priority project. Pursuant to Senate Bill 743, which adds Public Resources Code Section 21099, and the City's ZI File No. 2452, aesthetic impacts shall not be considered significant impacts on the environment for projects located within a Transit Priority Area. As such, the Project would have no impact on aesthetics, and no

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) 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. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g., railings rather than walls)	mitigation measures are applicable.
AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	See MM AES-1 above.	No mitigation applies. As described above, PRC 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.” Thus, no mitigation is required.
AES-3: Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would	<u>PMM AES-2:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures	No mitigation applies. As described above, PRC 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.” Thus, no

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
the project conflict with applicable zoning and other regulations governing scenic quality.	identified by the Lead Agency: a) 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. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) 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. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: – use transparent panels to preserve views where sound walls would block views from residences; – use landscaped earth berm or a combination wall and berm to	mitigation is required.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	minimize the apparent sound wall height; – construct sound walls of materials whose color and texture complements the surrounding landscape and development; g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	
AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.	MM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative	No mitigation applies. As described above, PRC 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.” Thus, no mitigation is required.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	
Agricultural and Forestry Resources (AF)		
AG-1: Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	MM-AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) 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. e) Minimize severance and fragmentation of agricultural land by	No mitigation applies. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation (City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Reports for APN 5546-023-051). Therefore, no impacts to agricultural lands would occur, and no mitigation is applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
AG-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.	See MM AG-1 above and MM-AF-2(b): Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) 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.	No mitigation applies. The western portion of the Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C4-2-D-SN, which permits various commercial and residential uses, and the eastern portion of the Project Site is zoned R4-2D, which permits high-density residential uses. Thus, the Project Site and surrounding area are not zoned for farmland, agricultural, timberland, or forestland use and do not contain any such uses.⁴ The Project Site and surrounding area are also not enrolled under the California Land Conservation Act often referred to as the Williamson Act Contract.⁵ Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts to agricultural lands would occur, and no mitigation measures are applicable.
AG-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland	<u>MM AG-3:</u> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable	The Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial uses and is not zoned and/or used as forest land. Therefore, the Project would not conflict with existing zoning

⁴ City of Los Angeles, Zone Information and Map Access System (ZIMAS), <http://zimas.lacity.org/>, accessed March 12, 2020.

⁵ California Department of Conservation, Division of Land Resource Protection, Los Angeles County Williamson Act FY 2015/2016, map published 2016.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
zoned Timberland Production (as defined by Government Code section 51104(g)).	measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.	for, or cause rezoning of, forest land or timberland as defined by the Public Resources and Government Codes. No impacts would occur, and mitigation measures are applicable.
AG-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use.	See <u>MM-AG-3</u> above.	No mitigation applies. As discussed above, the Project Site is located in an urbanized area and is currently developed with commercial buildings and a surface parking lot. As such, the Project would not result in the loss or conversion of forest land. No impacts would occur and no mitigation is applicable.
AG-5: Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	See <u>MM-AG-2</u> above and <u>MM-GHG-2</u> below. <u>MM-AG-4:</u> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued	No mitigation applies. As discussed above, the Project Site is located in an urbanized area and is currently developed with commercial buildings and a surface parking lot. As such, the Project would not result in the loss or conversion of farmland or forest land. No impacts would occur and no mitigation is applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. <u>MM AG-5:</u> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Air Quality		
AQ-1: Potential to conflict with or obstruct implementation of the applicable air quality plan.	There are no RTP/SCS project-level mitigation measures that address this topic	No RTP/SCS mitigation applies.
AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	MM-AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18- Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble	The Project would substantially implement the applicable portions of this SCAG mitigation measure, as the Project would be required to comply with regulations set forth by CARB and the South Coast Air Quality Management District (SCAQMD). Applicable regulatory requirements of the CARB and SCAQMD would include CARB's requirement relative to idling and SCAQMD's Rule 403 regarding dust control, Rule 1113 regarding VOC limits, and Regulation XIII regarding emission control measures. In addition to the above regulatory requirements and in furtherance of this SCAG mitigation measure, in order to minimize construction and operational air pollutant emissions, the Project would include the following Project Commitment: Project Commitment AIR-1: The Project Applicant and all contractors shall include the following best management practices in contract specifications: • Ensure that all construction equipment is properly tuned and maintained in accordance with manufacturer specifications. • To the extent available on the Project Site, utilize grid based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. • Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy duty off road (portable

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	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. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. m) 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. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize community impacts as a result of 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. Project sponsors should consider developing a goal for the minimization of community impacts. p) As appropriate require that portable engines and portable engine-driven equipment units used at the	and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours during construction of the Project. • Install a CARB verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines rated at 50 horsepower or greater. Additionally, as discussed under Transportation, Traffic, and Safety, below, the Project would implement Project Commitment TRAF-1, which requires the preparation of a Construction Management Plan. The Construction Management Plan requires that the contractor schedule construction activities to reduce the effect on traffic flow on surrounding arterial streets and schedule construction related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible. With implementation of CARB and SCAQMD regulatory requirements and Project Commitments, the Project would minimize construction emissions and would therefore be substantially in conformance with SCAG MM-AQ-1.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	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. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	available low-emission heavy-duty engines to achieve near-term reduction of NOX emissions from in-use off-road diesel vehicles. s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects. t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w) As applicable for port projects,	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	the following measures should be considered: a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. x) As applicable for rail projects, the following measures should be considered: a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	that meet Tier 4 emission standards. y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.	
AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard.	See <u>MM AQ-1</u> above.	The Project substantially conforms to this measure. As described above, under AQ-2, the Project would substantially implement the applicable portions of this SCAG mitigation measure, as the Project would be required to comply with regulations set forth by CARB and the South Coast Air Quality Management District (SCAQMD). In addition to the above regulatory requirements and in furtherance of this SCAG mitigation measure, in order to minimize construction and operational air pollutant emissions, the Project would implement Project Commitment AIR-1. With implementation of CARB and SCAQMD regulatory requirements and Project Commitments, the Project would not create any new significant air quality impacts nor result in a substantial increase any criteria pollutant for which the project region and would therefore be substantially in conformance with SCAG MM-AQ-1.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
AQ-4: Expose sensitive receptors to substantial pollutant concentrations.	See <u>MM AQ-1</u> above.	The Project substantially conforms to this measure. As described above, under AQ-2, the Project would substantially implement the applicable portions of this SCAG mitigation measure, as the Project would be required to comply with regulations set forth by CARB and the South Coast Air Quality Management District (SCAQMD). In addition to the above regulatory requirements and in furtherance of this SCAG mitigation measure, in order to minimize construction and operational air pollutant emissions, the Project would include Project Commitment AIR-1. With implementation of CARB and SCAQMD regulatory requirements and Project Commitments, the Project would minimize the exposure of substantial pollutant concentrations to sensitive receptors and would therefore be substantially in conformance with SCAG MM AQ-1.
AQ-5: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	There are no RTP/SCS project-level mitigation measures that address this topic.	No RTP/SCS mitigation applies.
Biological Resources		
BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on 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 US Fish and	<u>MM-BIO-1:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid	No mitigation applies. The Project Site is fully developed with two one-story commercial buildings and surface parking and is located in a heavily urbanized area of the City. Landscaping within the Project Site is limited, consisting of trees and grass areas. In addition, the Project Site is not located adjacent to any large expanses of open space. The Project Site is also not located in or adjacent to a Biological Resource Area as defined by the City (City of

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Wildlife Service.	occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) 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 ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to	Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, p. 2 18 4). Moreover, the Project Site and immediate surrounding area are not within or near a designated Significant Ecological Area (Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS NET online database, http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed January 2021). Due to the improved nature of the Project Site and the surrounding areas, the absence of open space areas, and the lack of habitat on the Project Site, it is unlikely that any special status species listed by the California Department of Fish and Wildlife or by the U.S. Fish and Wildlife Service would be present on site. Therefore, no impact to threatened and endangered species and other special status species would occur as part of the Project, and no mitigation measures are applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) 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. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife. l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Where projects are determined to be within suitable habitat and may impact 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	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	are conducted by qualified and/or certified personnel.	
BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	<u>See MM-BIO-1, above.</u> MM-BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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 ESA. b) Consult with the USFS 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 ESA 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. c) 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 ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the	No mitigation applies. The Project Site is fully developed with two commercial buildings and surface parking and is located in a heavily urbanized area of the City. The Project Site is not located in or adjacent to a Biological Resource Area as defined by the City (City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, p. 2 18 4). In addition, the Project Site and immediate surrounding area are not within or near a designated Significant Ecological Area (Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS NET online database, http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed January 2021). Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site, and the Project Site is not located within a riparian area. Furthermore, as the Project Site is fully developed and because there are no open spaces with water courses such as streams or lakes within or adjacent to the Project Site, the Project Site and project vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have a substantial adverse effect on wetlands, riparian habitat, or other sensitive natural communities identified in federal, state, or local plans, policies, and regulations. No impacts to sensitive habitats would occur, and no mitigation measures

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	State Fish and Game Code as they relate to Lakes and Streambeds. e) 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 MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing 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. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. h) 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 and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have	are required.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport	
BIO-3: Have a substantial adverse effect on State or Federally	See <u>MM-BIO-1</u> and <u>MM-BIO-2</u> , above. <u>MM-BIO-3:</u> In accordance with	No mitigation applies. The Project Site is fully developed with two buildings and surface parking and is

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Protected Wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.	provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE 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	located in a heavily urbanized area of the City. Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site and the Project Site is not located within a riparian area. Furthermore, as the Project Site is fully developed and because there are no open spaces with water courses such as streams or lakes within and adjacent to the Project Site, the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have a substantial adverse effect on protected wetlands. No impacts to protected wetlands would occur, and no mitigation measures are applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	“no net loss of wetlands” a USACE 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-kind in-lieu fees – Use of in-kind mitigation bank credits – Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: – Avoidance – Impact Minimization – On-site alternatives – Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.	
BIO-4: Interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	See <u>MM-BIO-1</u> through <u>MM-BIO- 3</u>, above. <u>MM-BIO-4:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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. b) 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 related to local ordinances or conservation plans. c) 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. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the	As discussed above, the Project Site is located in an urbanized area with limited vegetation. As such, the majority of this measure is not applicable to the Project. The Project would be required to comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15 to August 15) to ensure that significant impacts to migratory birds would not occur.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	Migratory Bird Treaty Act, during the breeding season. f) 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. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	for wildlife crossings for purposes of mitigation. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) 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 measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures p) 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. q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	focus on native plants.	
BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	See <u>MM-BIO-1</u> through <u>MM-BIO-4</u>, above. <u>MM-BIO-5(b)</u>: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) 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 an International Society of Arboriculture (ISA) certified arborist. c) 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, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. 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.	Mitigation Measures Not Applicable. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), Southern California Black Walnut, Western Sycamore, and California Bay Laurel trees of at least 4 inches in diameter at breast height. These tree species are defined as "protected" by the City of Los Angeles. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including "acts which inflict damage upon root systems or other parts of the tree..." and requires that each protected tree removed is replaced by at least two trees of a protected variety (i.e., 2:1 basis). As previously discussed, there are seven trees within the Project Site and within the public right-of-way adjacent to the Project Site. None of the trees located within the Project Site are considered protected by the City's Tree Preservation Ordinance No. 177,044. Therefore, with compliance with City requirements regarding tree replacement, impacts would be less than significant and these mitigation measures would not be applicable.

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	Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. 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. f) 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. g) 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, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local	

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	agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, 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. 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. Design projects to avoid conflicts with local policies and ordinances protecting biological resources. i) 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: – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation post-construction – Other comparable measures developed in consultation with local agency and certified arborist.	
BIO 6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	See <u>MM-BIO-1</u> through <u>MM-BIO-5</u>, above. <u>MM-BIO-6(b)</u>: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the	Mitigation not applicable. The Project Site is fully developed with two buildings and surface parking and is located in a heavily urbanized area of the City. Landscaping within the Project Site is limited to seven trees and grass areas. In addition, the Project Site is not located adjacent to any large expanses of open space. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	Lead Agency: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, 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 ESA, 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 SMM-BIO-2, where applicable.	Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no mitigation measures are applicable.
Cultural Resources		
CUL-1: Cause a substantial adverse change in the significance of historical resources pursuant to § 15064.5.	<u>MM-CUL-1(b):</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning	Mitigation not applicable. The Historical Resources Technical Report (Attachment F) concluded that impacts to historical resources would be less than significant. As such, no mitigation measures related to historical resources are applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) 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: – 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 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. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe. j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	archaeologist meeting the SOI PQS. k) 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, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	See <u>MM-CUL-1</u> above.	With regard to archaeological resources, the Project Site is located in an urbanized area that has been previously graded and developed. Nonetheless, in order to address the potential inadvertent discovery of archaeological resources, the Project would include the following Project Commitment, consistent with MM CUL 1: Project Commitment CUL-3: In the event that any subsurface cultural resources are encountered at the Project Site during construction or the course of any ground disturbance

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		activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
CUL-3: Disturb human remains, including those interred outside of dedicated cemeteries.	MM-CUL-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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	With regard to human remains, the Project Site has been previously graded and developed. Nonetheless, the Project would implement the following: Project Commitment CUL-4: If human remains are inadvertently discovered during construction, resources shall be treated in accordance with state law, including CEQA Guidelines Section 15064.5(e), PRC Section 5097.98, and California Health and Safety Code Section 7050.5. Specifically, if human remains are encountered, work on the portion of the Project Site where remains have been uncovered shall be suspended and the City of Los Angeles Public Works Department and the County Coroner would be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American

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	required. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: – Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD 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. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available. – If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an 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.	Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Also refer to Project Commitment CUL-2 regrading inadvertent discovery of tribal cultural resources.
Energy		
ENR-1: Result in potentially significant environmental impact	There are no RTP/SCS project-level mitigation measures that address this	No RTP/SCS mitigation applies.

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due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	topic.	
ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	There are no RTP/SCS project-level mitigation measures that address this topic	No RTP/SCS mitigation applies.
Geology and Soils		
GEO-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	There are no RTP/SCS project-level mitigation measures that address this topic	No RTP/SCS mitigation applies.
GEO-2: Result in substantial soil erosion or the loss of topsoil.	MM-GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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. b) Consistent with the requirements	The Project substantially complies with this measure. Specifically, all grading activities will require grading permits from the City's Department of Building and Safety, which would include requirements and standards designed to ensure that substantial soil erosion does not occur. In particular, on-site grading and site preparation will comply with all applicable provisions of the LAMC and NPDES requirements, which address grading, excavations, and fills, including implementation of SWPPP requirements (Attachment I: Fuscoe Engineering, Water Resources, p. 18).

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	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 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. c) 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. d) 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.	
GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence,	There are no RTP/SCS project-level mitigation measures that address this topic	No RTP/SCS mitigation applies.

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liquefaction, or collapse.		
GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	There are no RTP/SCS project-level mitigation measures that address this topic	No RTP/SCS mitigation applies.
GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	There are no RTP/SCS project-level mitigation measures that address this topic	No RTP/SCS mitigation applies.
GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	MM-GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for	With regard to paleontological resources, the Project Site is located in an urbanized area that has been previously graded and developed. Nonetheless, in order to address the potential inadvertent discovery of paleontological resources, the Project would include the following Project Commitment, in furtherance of MM-GEO-2: Project Commitment CUL-1: In the event that any prehistoric subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities should be halted immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or

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	a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work 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. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the	infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Unique Geological Features: Mitigation Not Applicable. The Project does not include any unique geological features. As such no impacts would occur and no mitigation measures are applicable.

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	implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of	

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	specimen processing, analysis, and research, and final curation arrangements.	
Greenhouse Gas Emissions and Climate Change		
GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	MM-GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment. v) Use high-efficiency lighting and cooking devices. vi) Incorporate passive solar design.	The Project's generation of GHG emissions would not have a significant impact on the environment as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. The Project would reduce greenhouse gas emissions and improve air quality by concentrating a variety of uses within a HQTa. The Project would provide new housing (including affordable housing) and commercial uses near public transit, which would encourage the use and productivity of the existing public transportation system. The Project Site is located in a highly urbanized area of the City and is located approximately 0.3 mile from the Metro B Line Hollywood/Vine Station. In addition, nearby Sunset Boulevard is considered a high-quality transit corridor since it has fixed route bus service provided by Metro Local Line 2 and Metro Limited Line 302. In addition, the Project would include 153 bicycle parking spaces. The Project will also comply with applicable Title 24 energy efficiency standards, the City of LA Green Building Code, and CalGreen requirements. Specifically, based on <i>CEQA Exemption Energy and Water Efficiency Compliance Memo</i> prepared for the Project by Zinner Consultants, dated March 12, 2020, included as Attachment H, the Project will be 16.7 percent more energy efficient than the 2019 Title 24 standards. In addition, the Project would provide electric vehicle charging stations to encourage the adoption of low and zero emission

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	vii) Use high-reflectivity building materials and multiple glazing. viii) Prohibit gas-powered landscape maintenance equipment. ix) Install electric vehicle charging stations. x) Reduce wood burning stoves or fireplaces. xi) Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) 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: i) Use energy and fuel-efficient vehicles and equipment; ii) Deployment of zero- and/or near zero emission technologies; iii) Use lighting systems that are energy efficient, such as LED technology; iv) Use the minimum feasible amount of GHG-emitting construction materials; v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG	fuel resources, The Project would also provide extensive landscaping located at the Project's ground floor, including at the entrance to the commercial and residential components of the building, along the sidewalk and in the required front yards. The Project's interior courtyard and pool deck courtyard would also be landscaped with ornamental trees and/or other plantings. A 24-inch box tree is required for every four residential dwelling units, therefore the Project would plant a minimum of 50 trees within the Project Site. As such, the Project's location, land use characteristics, and design render it consistent with statewide and regional climate change mandates, plans, policies, and recommendations. The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	emissions from cement production; vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii) Incorporate design measures to reduce water consumption; ix) Use lighter-colored pavement where feasible; x) Recycle construction debris to maximum extent feasible; xi) Plant shade trees in or near construction projects where feasible; and xii) Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i) Promote transit-active transportation coordinated strategies; ii) Increase bicycle carrying capacity on transit and rail vehicles; iii) Improve or increase access to transit; iv) Increase access to common goods and services, such as groceries, schools, and day care; v) Incorporate affordable housing into the project; vi) Incorporate the neighborhood	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	electric vehicle network; vii) Orient the project toward transit, bicycle and pedestrian facilities; viii) Improve pedestrian or bicycle networks, or transit service; ix) Provide traffic calming measures; x) Provide bicycle parking; xi) Limit or eliminate park supply; xii) Unbundle parking costs; xiii) Provide parking cash-out programs; xiv) Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i) Provide car-sharing, bike sharing, and ride-sharing programs; ii) Provide transit passes;	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi) Provide employee transportation coordinators at employment sites; vii) Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: i) Developing on infill and brownfields sites; ii) Building compact and mixed-use developments near transit; iii) Retaining on-site mature trees and vegetation, and planting new canopy trees; iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v) Measures to reduce GHG	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.	
GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	See <u>MM-GHG-1</u> above.	As described above under GHG-1, the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. The Project will comply with applicable Title 24 energy efficiency standards, the City of LA Green Building Code, and CalGreen requirements. Specifically, based on <i>CEQA Exemption Energy and Water Efficiency Compliance Memo</i> prepared for the Project by Zinner Consultants, dated March 12, 2020, included as Attachment H, the Project will be 16.7 percent more energy efficient than the 2019 Title 24 standards. As such, the Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases.
Hazards and Hazardous Materials		
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<u>MM-HAZ-1:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	The Project substantially conforms to this measure. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential and commercial developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	a) 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. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. 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 business plan for projects as applicable and appropriate. c) 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 way these	commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. Therefore, significant impacts would not occur, and no mitigation beyond compliance with regulatory requirements is applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.	
HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	MM-HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of	The Project substantially conforms to this measure. As described above, under HAZ-1, the types and amounts of hazardous materials that would be used in connection with the proposed residential and commercial uses would be typical of such developments. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. In addition, the PEA prepared for the Project and included as Attachment E found no evidence of recognized environmental conditions or historical recognized environmental conditions within the Project Site. As such, no impacts would occur and no mitigation is applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.	
HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	See <u>MM-HAZ-1</u> and <u>MM-HAZ-2</u> above. <u>MM-HAZ-3:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction and 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. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.	The Project substantially conforms to this measure. As described above, under HAZ-1, the types and amounts of hazardous materials that would be used in connection with the proposed residential and commercial uses would be typical of such developments. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. No mitigation beyond compliance with regulatory requirements is applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	MM-HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, 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. b) 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 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. c) 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. d) 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	The Project substantially conforms to this measure. As described above, based on the PEA (Attachment E), the Project Site is not a hazardous materials site. In addition, while the PEA revealed one recognized environmental condition (REC) in connection with the Project Site from its previous use for gasoline service and automotive repair, it does not appear that this condition would represent a hazard to the Project Site. Specifically, if abandon-in-place USTs are present, with or without localized soil impacts, their removal during redevelopment would be required under permit from LAFD. Therefore, significant impacts would not occur, and no mitigation measures are applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) 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. f) 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. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) 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	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	the guidance of the appropriate regulatory oversight authority. i) 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. j) 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. k) As needed and appropriate, 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. l) 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. m) If asbestos-containing materials	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	(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. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, 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 or federal law. o) 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.	

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HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.	See <u>MM-NOISE-1</u> below.	No mitigation applies. The Project is not located within the vicinity of a private airstrip or an airport land use plan.
HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	MM-HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	No mitigation applies. The Project would not result in any significant traffic impacts. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights of way. An emergency response plan would be submitted to LADOT during review of plans as part of the standard building permit process. A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would also be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan would ensure that construction activities will be conducted safely. Access for emergency service providers and any evacuation routes would be maintained during construction and operation. Therefore, impacts would be less than significant, and no mitigation measures are applicable.
HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving	See Wildfire, Impact WF-2 below.	No mitigation applies. The Project Site is fully developed with two buildings and surface parking and is located in a heavily urbanized area of the City. There are no wildlands located within and in the vicinity of

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
wildland fires.		the Project Site. Furthermore, the Project Site is not located within a City designated Very High Fire Hazard Severity Zone (City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Reports for APN 5546-023-10, 11, 12, 13, 18, 19, 20, and 21). The Project would also be subject to regulatory compliance measures, such as adherence to Fire Code requirements, such as submitting a fire safety plan to the Lead Agency and local fire agency for their review and approval. Therefore, significant impacts would not occur, and no mitigation measures are required.
Hydrology and Water Quality		
HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	MM-HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) 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.	The Project substantially conforms with this mitigation measure. The Project would be constructed and operated in accordance with LAMC and NPDES requirements. These requirements include compliance with the City's Low Impact Development (LID) Ordinance, which sets forth Best Management Practices (BMPs) to address water quality and implementation of SWPPPs and SUSMP requirements as set forth by the Regional Water Quality Control Board. As such, no impacts would occur and no further mitigation is applicable.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) 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: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) 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. i) 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. j) 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. k) Incorporate as appropriate	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	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. l) 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. m) 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.	
HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	MM-HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure	No mitigation applies. As provided in the Geotechnical Investigation included in Attachment G, the historically highest groundwater level was found to be approximately 45 feet below the ground surface. Since Project construction would consist of excavation up to a maximum of 35 feet below the existing ground surface, it is not anticipated that Project construction would require dewatering or other withdrawals of groundwater. In addition, operation of the Project would not interfere with groundwater recharge. The Project Site is nearly entirely impervious. Therefore, the degree to which surface water infiltration and groundwater recharge currently occur on site is negligible. As the Project would add landscaped areas to the

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. a) 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 new impervious surfaces, including the use of in-lieu fees and off-site mitigation. b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	site, the amount of impervious surfaces would be 90 percent. As such, construction and operation of the Project would not affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, no impacts on groundwater would occur, and no mitigation measures are required.
HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site	See <u>MM-HYD-1</u>, above.	The Project substantially complies with this measure. The Project would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows. In addition, Project construction activities would occur in accordance with City grading permit regulations, such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. In addition, the Project Site is nearly impervious. Thus, a substantial increase in surface runoff would not occur. In addition, new landscape features would include appropriate drainage features as required by the LAMC, and could allow for infiltration. As such, there would be a limited

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		potential for erosion or siltation to occur from exposed soils or large expanses of pervious areas. Therefore, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion or siltation on site or off site would occur. No additional mitigation is required.
HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.	See <u>MM-HYD-1</u> and <u>MM-HYD-2</u> , above.	As described above under HYD-1 and HYD-2, the Project already substantially conforms to this mitigation measure. Furthermore, given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on or off site. Therefore, impacts related to the substantial alteration of drainage patterns and associated flooding would be less than significant and no additional mitigation is required.
HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	See <u>MM-HYD-1</u> and <u>MM-HYD-2</u> , above.	As described above under HYD-1 and HYD-2, the Project already substantially conforms to this mitigation measure through compliance with existing regulatory requirements. Therefore, impacts would be less than significant and no mitigation measures are required.
HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	<u>MM-HYD-4:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating	No Mitigation Applies. The Project Site is located approximately 10 miles east of the Pacific Ocean. Therefore, risks associated with seiches or tsunamis would be considered extremely low at the Project Site. The Project Site is not

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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.	located in a Tsunami Hazard Area. The Project Site is located in an urbanized portion of the City of Los Angeles and is relatively flat. Thus, there is low potential for inundation by seiche, tsunami, or mudflow and SCAG Mitigation Measure MM-HYD-4 would not apply.
HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	See <u>MM-HYD-2</u> above.	As described above under HYD-2, no mitigation applies. As provided in the p. 3 of the Geotechnical Investigation included in Attachment G, the historically highest groundwater level was found to be approximately 45 feet below the ground surface. Since Project construction would consist of excavation up to a maximum of 35 feet below the existing ground surface, it is not anticipated that Project construction would require dewatering or other withdrawals of groundwater. In addition, operation of the Project would not interfere with groundwater recharge. The Project Site is nearly entirely impervious. Therefore, the degree to which surface water infiltration and groundwater recharge currently occur on site is negligible. As the Project would add landscaped areas to the site, the amount of impervious surfaces would be 90 percent. As such, construction and operation of the Project would not affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Furthermore,

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on or off site. Therefore, no impacts on groundwater would occur, and no mitigation measures are required.
Land Use and Planning		
LU-1: Potential for the Plan to physically divide an established community.	MM-LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: – Selecting alignments within or adjacent to existing public rights of way. – Design 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 under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) 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: – Alignment shifts to minimize the area affected.	No mitigation applies. The Project Site is located in a heavily urbanized area of the City. Adjacent and surrounding land uses include a mix of single- and multi-family residential and commercial uses. The Project would result in further infill within an existing developed site in an already established neighborhood fronting a Vine Street, a major Hollywood arterial. Implementation of the Project would occur within the boundaries of the Project Site, and the Project would not physically divide an established community. Therefore, no impacts would occur, and no mitigation measures are required.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	– Reduction of the proposed right-of-way take to minimize the overall area of impact. – Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	
LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	MM-LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	No mitigation applies. As discussed above, the Project is consistent with the general land use designation, density, and building intensity in SCAG's 2020–2045 RTP/SCS as wells as the goals and benefits contained therein. The proposed residential and commercial uses are permitted within the existing C4 2D-SN and R4-2D zones of the Project and the Regional Center Commercial land use designation of the Hollywood Community Plan. With the approval of a density bonus and development incentives/concessions, the 198 residential units (inclusive of 21 Very Low Income affordable units) and FAR of 4.47:1 would be permitted within the Project Site. The Project would be consistent with the General Plan goals, objectives and policies. Goal 1 of the General Plan's Housing Element is "Housing Production and Preservation." In support of this Goal is Objective 1.1: "Produce an adequate supply of rental and ownership housing in order to meet current and projected needs." The General Plan's Housing Element includes the following relevant Policies in support of this Objective: • Policy 1.1.2— "Expand affordable rental housing for all income groups that need assistance." • Policy 1.1.3— "Facilitate new construction and preservation of a range of different housing types that address the particular needs

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		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." • Policy 1.1.7— "Strengthen the capacity of the development community to develop affordable housing." In conformance with this Goal, this Objective, and these Policies, the Project includes 198 residential dwelling units, with 11-percent, or 21 units reserved for Very Low Income Households, within a mixed use building, providing a new, for rent dwelling option in the local community. In addition to expanding available affordable housing opportunities that are proximate to public transit routes, the Project expands pedestrian oriented, neighborhood serving commercial opportunities. Additionally, in support of Goal 1 of the Housing Element, Objective 1.2 seeks to "Preserve quality rental and ownership housing for all households of all income levels and special needs." In conformance with this Goal, Objective and Policy, the proposed Project will provide new for rent dwelling options reserved for Very Low Income Households. The Project Site is currently improved with commercial buildings and a surface automobile parking lot. Therefore, there will be no demolition or conversion of existing affordable housing as a result of the proposed Project. The new construction will meet all applicable California Building Code requirements including California Green Building and

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		Accessibility requirements. Goal No. 2 of the General Plan's Housing Element is, "Safe, Livable, and Sustainable Neighborhoods". In support of this Goal is Objective 2.2: "Promote sustainable neighborhoods that have mixed income housing, jobs, amenities, services and transit. The following relevant policies support this Objective: • Policy 2.2.1— "Provide incentives to encourage the integration of housing with other compatible land uses" • Policy 2.2.2— "Provide incentives and flexibility to generate new multi family housing near transit and centers" • Policy 2.2.5— "Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there" In conformance with this Goal, Objective, and these Policies, the Project is a mixed-use building with residential dwelling units, including restricted Very Low Income affordable units. The Project includes approximately 16,000 square feet of ground floor commercial space. In addition, open space and recreational amenities are provided for residents and occupants in the form of landscaped patios and entranceways at ground level, residential amenity areas at Levels 2 and 3, an interior courtyard at Level 3, a pool deck courtyard at Level 4, a rooftop terrace and residential amenity area on Level 8, and private balconies within certain residential units on Levels 2 through 8. The Community Plan is "intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible.” As described in detail below, the Project is consistent with the relevant Objectives and Policies of the Community Plan. The Project will be in conformance with the relevant residential and commercial land use Objectives and Policies of the Hollywood Community Plan as identified below. • Objective No. 1: “To further the development of Hollywood as a major center of population, employment, retail services, and entertainment.” • Objective No. 2: “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.” Policies: • Commerce, Standards and Criteria: “Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.” (page HO 2 of the Hollywood Community Plan) • Housing, Standards and Criteria: “New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.” (page HO 3 of the Hollywood Community Plan) The Project is in conformance with these Objectives and Policies set forth in the adopted Community Plan. As noted above, the Project is a mixed-use affordable housing development and will expand commercial opportunities with ground floor level, pedestrian-oriented, neighborhood serving commercial uses. In addition, the Project provides a new for rent opportunity with amenities including open space and commercial opportunities on site. With regard to public transportation, there are transit stops within walking distance of the Project Site. The Project is specifically accessible by Metro’s B Line Hollywood/Vine station located approximately 0.3 miles north of the Project. The Metro B Line travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals during the commuter peak periods. In addition, there are several bus lines that operate in the vicinity of the Project Site. The closest bus lines to the Project Site include Metro Local Route 2 and Metro Limited Route 302. With regard to the Hollywood

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		Redevelopment Plan, the Project Site is designated as Regional Commercial. Based on this designation, the Redevelopment Plan does not limit density (i.e., number of permitted units based on the lot area) for the Project Site. However, the FAR for properties designated Regional Commercial is limited to 4.5:1. The 4.47:1 FAR for the Project would be within the permitted FAR for the Project Site specified by the Redevelopment Plan. Based on the above, the Project is consistent with all applicable land use plans, policies, and regulations. Therefore, no significant impacts would occur, and no mitigation measures are required.
Mineral Resources		
MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	MM-MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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. b) Where avoidance is infeasible, minimize impacts 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	No mitigation applies. No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geological Survey (City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS 1; State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012). Therefore, significant impacts would not occur, and no mitigation measures are required.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	such as: 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) 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. 3) 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. 4) 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.	
MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	See <u>MM-MIN-1</u>, above.	No mitigation applies. There are no oil extraction operations and drilling or mining of mineral resources at the Project Site nor is the Project Site within an area identified for such uses. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Noise		
NOISE-1: Generation of 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.	MM-NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) 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. e) 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. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction	The Project substantially implements this measure. The Project will comply with the City's Noise Ordinance which regulates noise levels associated with construction and operation of the Project Site. In addition, in furtherance of SCAG's mitigation measure, the Project would implement the following: Project Commitment NOISE-1: The Project Applicant and all contractors shall include the following best management practices in contract specifications: • Install temporary noise barriers or noise curtains along the eastern property line during construction to protect sensitive receptors from excessive noise levels. • Comply with the State's anti-idling regulation, codified in Title 13 California Code of Regulations (CCR) Section 2485, which applies to diesel fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This regulation does not allow diesel fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. • Locate construction staging areas away from noise-sensitive uses. • Locate fixed/stationary construction equipment, such as generators, compressors, and cement mixers as far as possible from noise sensitive uses.

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	equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) 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. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned	• Impact pile drivers will not be used. • Impact tools will be hydraulically or electrically powered, to the extent such tools are commercially available in the City of Los Angeles, to avoid noise associated with compressed air exhaust from pneumatically powered tools. • Equip construction equipment with mufflers and/or best available noise suppression devices that comply with manufacturers' requirements. • Designate an on-site construction complaint and enforcement manager for the Project. Post a sign at the construction site that includes permitted construction days and hours, and contact phone number for the job site to report noise complaints. • Install permanent noise barriers and sound attenuating features for operational stationary sources of noise such as generators and heating, ventilation and air conditioning (HVAC) equipment. Given the Project's compliance with the required standards and with incorporation of the Project Commitment listed above, the Project would be in substantial compliance with SCAG MM-NOISE-1.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) 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. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.	
NOISE-2: Generation of excessive groundborne vibration or groundborne	See <u>MM-NOISE-1</u>, above. <u>MM-NOISE-2:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA	The Project does not include driven piles. In addition, in furtherance of this mitigation measure, the Project will implement the following:

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noise levels.	Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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. b) 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. c) 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. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time	Project Commitment NOISE-2: The Applicant shall complete structural vibration monitoring during the Project construction as follows: a) Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the buildings adjacent to the Project Site to inspect and document (video and/or photographic) the apparent physical condition of the building's readily visible features. b) The Applicant shall retain the services of a qualified acoustical engineer to develop and implement a vibration monitoring program during the site grading/excavation capable of documenting the construction-related ground vibration levels at the buildings adjacent to the Project Site. The vibration monitoring system shall continuously measure (in vertical and horizontal directions) and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level and a regulatory level. The system shall also provide real time alerts when the vibration levels exceed the two preset levels. c) The vibration monitoring program shall be submitted to the Department of Building and Safety, prior to initiating any construction activities. d) In the event the warning level is triggered, the contractor shall identify the source of vibration generation and shall provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques. e) In the event the regulatory level is triggered, the contractor shall

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	in the vicinity of sensitive receptors.	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. As such, the Project would be in substantial compliance with SCAG MM-NOISE-2.
NOISE-3: 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 airport, would the project expose people residing or working in the project area to excessive noise levels.	See <u>MM-NOISE-1</u> , above.	No mitigation applies. The Project is not located within the vicinity of a private airstrip or an airport land use plan.
Population and Housing		
POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).	There are no RTP/SCS project-level mitigation measures that address this topic.	No RTP/SCS mitigation applies.
POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	<u>MM-POP-1</u> . In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable	No mitigation applies. The Project Site is currently occupied by two commercial buildings and surface parking. The Project Site does not currently include housing that would require removal to implement the Project. As such, the Project would not result in the displacement of housing or people. No significant impacts would occur, and no

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	measures identified by the Lead Agency: a) 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. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	mitigation measures are required.
Public Services – Fire Services		
PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	See <u>MM-PSP-1</u> below.	The Project substantially conforms with this measure. The Project would implement all applicable Los Angeles Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. Compliance with applicable Building Code and Fire Code requirements would be confirmed as part of LAFD's fire/life safety plan review and fire/life safety inspection, as set forth in LAMC Section 57.118, prior to the issuance of a building permit. Compliance with applicable regulatory requirements,

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		including LAFD's fire/life safety plan review and fire/life safety inspection, would ensure that adequate fire prevention features would be provided. As such, compliance with Fire Code requirements would minimize the potential for incidents requiring an emergency response by LAFD and therefore reduce the need for an expansion, consolidation, relocation of an existing fire station or creation of a new fire station.
Public Services – Police Services		
PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	<u>MM-PSP-1.</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. • Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and	The Project substantially conforms to this mitigation measure. The Project Site and the surrounding area are currently served by LAPD's West Bureau and the Hollywood Community Police Station, located at 1358 N. Wilcox Avenue (approximately 0.25 mile southwest of the Project Site). The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. In addition, the Project will generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. The Project's design, which includes security features, as well as the Project's contribution to the General Fund, would help offset the Project-related increase in demand for police services. As such, the Project would not cause significant impacts associated with new or physically altered police protection facilities.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	
Public Services – Schools		
PSS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 for public protective security services.	MM-PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	Pursuant to Senate Bill 50, the LAUSD collects development fees for new construction within its district boundaries. Payment of the LAUSD new school construction facility fee is required prior to issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities to less-than-significant levels. Therefore, the Project's compliance with this regulatory requirement would ensure that impacts to schools would not occur.
Public Services – Library Services		
PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	MM-PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.	The Project substantially conforms to this mitigation measure. The Project would not require the addition of a new library facility or the expansion, consolidation, or relocation of an existing library facilities to maintain service ratios. Furthermore, the Project's residents and employees would have internet access to LAPL and other web-based resources, decreasing the demand on library facilities. Therefore, the Project's compliance with this regulatory requirement would ensure that impacts to libraries would not occur.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Recreation		
REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	<u>MM-REC-1</u>: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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. b) 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: i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards.	The Project would comply with City requirements for open space. Specifically, the Project would provide approximately 20,640 square feet of open space and recreational amenities. Open space amenities provided by the Project would consist of approximately 15,590 square feet of common open space, including residential amenity areas on Levels 2, 3, 4 and 8; an interior courtyard on Level 3; a pool deck courtyard on Level 4; and a rooftop terrace on Level 8. The Project would also provide approximately 5,050 square feet of private open space in the form of residential balconies provided on Levels 2 through 8. The landscaping proposed for the Project would utilize green development techniques and promote water-efficient land use development by using potable water and drought tolerant plants. As such, the Project would include on-site recreational facilities for residents and would not result in the substantial deterioration of public parks and recreational facilities. The Project would also be required to pay a Park Fee, per the City’s Park Fee Ordinance, adopted in September 2016 and effective January 11, 2017.
REC-2: Result in	See <u>MM-REC-1</u>, <u>MM-AQ-2</u>, and <u>MM-</u>	As discussed in REC-1, the Project

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	<u>NOISE-1</u> above.	would comply with City requirements for open space. In accordance with TOC Guidelines Section VII, the Project provides approximately 20,640 square feet of open space and recreational amenities. These recreational amenities would help relieve stress on the City's existing park and recreational system. The Project does not include, nor would it necessitate, a park or public recreational facility component, the construction of which could have an adverse environmental impact. The Project would also be required to pay a Park Fee, per the City's Park Fee Ordinance, adopted in September 2016 and effective January 11, 2017. Therefore, no impact would occur, and no mitigation measures are required.
Transportation, Traffic, and Safety		
TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	There are no RTP/SCS project-level mitigation measures that address this topic.	No RTP/SCS mitigation applies.
TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	<u>MM-TRA-1:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in	The Transportation Assessment (Attachment A) concluded that VMT impacts would be less than significant. As such, no mitigation measures are required. In addition the Project is a mixed income density bonus project that locates market rate and affordable housing next to substantial transit opportunities, thereby reducing VMT. The Project would also include the following Project Commitment: Project Commitment TRAF-1: The features of the Construction Management Plan shall include, but

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	the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: – include TDM mitigation requirements for new developments; – incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; – provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; – implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; – develop TDM-specific performance measures to evaluate project-specific and system-wide performance; – incorporate TDM performance measures in the decision-making process for identifying transportation investments; – implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and – set aside funding for TDM initiatives. – The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental	not be limited to, the following elements, as appropriate: • Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation. • Prohibition of construction worker or equipment parking on adjacent residential streets. • Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Vine Street and De Longpre Avenue, to ensure safety on public rights of way. • Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g. flag persons). • Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets. • Containment of construction activity within the Project Site boundaries, to the extent feasible. • Coordination with Metro to address any transit stop relocations. • Coordination with LADOT Parking Meter Division to address loss of metered parking spaces. • Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate. • Scheduling of construction related deliveries, haul trips, etc., so as to occur outside the commuter peak hours, so as to not impede school drop-off and

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	analysis.	pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools. • Spacing of trucks as to discourage a convoy effect. • Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind. • Maintenance of a log, available on the job site at all times, documenting dates of hauling and the number of trips (i.e. trucks) per day. • 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 preparation, grading, and construction. Thus, with the Project's Commitment of a Construction Management Plan, construction and operation of the Project would not result in a significant impact to the performance of the circulation system. Therefore, impacts would be less than significant, and no mitigation measures are required.
TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	There are no RTP/SCS project-level mitigation measures that address this topic.	No RTP/SCS mitigation applies.
TRA-4: Result in inadequate emergency access. WF-1: Substantially	MM-TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation	The Transportation Assessment (Attachment A) concluded that impacts related to access would be less than significant. In addition, the Project's impacts to emergency

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
impair an adopted emergency response plan or emergency evacuation plan.	measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: – Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. – Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. – Scheduling of truck trips outside of peak morning and evening commute hours. – Limiting of lane closures during peak hours to the extent possible. – Usage of haul routes minimizing truck traffic on local roadways to the extent possible.	access during construction and operation would be less than significant with implementation of a Construction Management Plan, discussed above. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights of way. An emergency response plan would be submitted to LADOT during review of plans as part of the standard building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded, however, if temporary road closure is needed, the detailed Construction Management Plan would outline traffic control measures to ensure access is maintained. Access for emergency service providers and any evacuation routes would be maintained during construction and operation. As such, no impacts would occur, and no mitigation is required.

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	– Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. – Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. – 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. – Storage of construction materials only in designated areas. – 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. – Enhance emergency preparedness awareness among public agencies and with the public at large.	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
Tribal Cultural Resources		
TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	MM-TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	The Project Site is located in an urbanized area that has been previously graded and developed. Nonetheless, in order to address the potential inadvertent discovery of tribal cultural resources (TCRs), the Project would include the following Project Commitment, in furtherance of MM-TCR-1: Project Commitment CUL-2: Should a potential TCR be inadvertently encountered, construction activities near the encounter shall be halted and City and Native American tribes that may be traditionally and culturally affiliated with the geographic area of the proposed project shall be notified. If the City determines that the potential resource appears to be a TCR (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered TCRs. The Applicant would then implement the tribe's recommendations if a qualified archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a TCR monitoring plan. Once the plan is approved by the City, ground disturbance activities could resume. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements.
Utilities and Service Systems – Solid Waste		
USSW-1: Generate solid waste in excess of state	MM-USSW-2: In accordance with provisions of sections 15091(a)(2) and	The Project would substantially conform to this measure. In

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals USSW-2: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following: a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of 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.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) 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.	compliance with the LAMC, the Project will provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals. In addition, in compliance with AB 341, recycling bins will be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, the Applicant will salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction related solid waste that can be recycled is diverted from the waste stream to be landfilled. Project construction waste would be hauled by permitted haulers and taken only to City certified construction and demolition (C&D) processing facilities that are monitored for compliance with recycling regulations. Project generated C&D waste would represent a very small percentage of the waste disposal capacity in the region.

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	g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county 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 Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) 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. j) 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. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available	

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	recycling services. n) 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.	
Utilities and Service Systems – Wastewater		
USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.	MM-USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	The Project substantially conforms with this measure. The Project Site is currently mostly paved, impervious surfaces. As such, during rain events, most stormwater that falls on the Project Site flows from the Project Site to surrounding stormwater drainage facilities. The Project would replace an existing mostly impervious site with a building and include more landscaped areas. Thus, the amount of impervious surfaces are anticipated to be less than existing conditions by four percent. Therefore, development of the Project would not result in an increase in stormwater flows that would require new or expanded stormwater drainage facilities. Notwithstanding, the Project will comply with the City's Low Impact Development Ordinance, which requires rainwater from either a 0.75 inch rainstorm or runoff from the 85th percentile, 24 hour storm event (whichever is greater) to be captured, infiltrated, and/or used on site at most developments and redevelopments where more than 500 square feet of hardscape is added. Therefore, the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

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USWW-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	See <u>MM-USWW-1</u> above.	The Project substantially conforms to this measure. The Project will be required to comply with numerous water conservation regulations contained in the LAMC (Ordinance Nos. 166,080; 180,822; 181,480; 181,899; 182,849; 183, 608; 183,833; 184,248; and 184,250) to reduce water consumption, and with CALGreen, which contains standards designed for efficient water use. The Project, including the required water conservation features, will use approximately 24,757 gallons per day, which is equivalent to approximately 125 gallons per household per day (Attachment H: Zinner Consultants, CEQA Exemption (8) Energy and Water Efficiency Compliance Memo, p. 10). The average residential household water use in California in 2018 was 317.1 gallons per person per day. Thus, with implementation of the required water conservation features, water usage for the Project will be approximately 61 percent less than the average California household.
Utilities and Service Systems – Water Supply		
USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	<u>MM-USWS-1:</u> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) 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, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-	The Project substantially conforms to this measure. The Project will be required to comply with numerous water conservation regulations contained in the LAMC (Ordinance Nos. 166,080; 180,822; 181,480; 181,899; 182,849; 183, 608; 183,833; 184,248; and 184,250) to reduce water consumption, and with CALGreen, which contains standards designed for efficient water use. The Project, including the required water conservation features, will use approximately 24,757 gallons per day, which is equivalent to approximately 125 gallons per household per day (Attachment H: Zinner Consultants, CEQA Exemption (8) Energy and Water

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	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. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.	Efficiency Compliance Memo, p. 10). The average residential household water use in California in 2018 was 317.1 gallons per person per day. Thus, with implementation of the required water conservation features, water usage for the Project will be approximately 61 percent less than the average California household.
USWS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	See <u>MM-USWS-1</u> above.	The Project substantially conforms to this measure. The Project will be required to comply with numerous water conservation regulations contained in the LAMC (Ordinance Nos. 166,080; 180,822; 181,480; 181,899; 182,849; 183,608; 183,833; 184,248; and 184,250) to reduce water consumption, and with CALGreen, which contains standards designed for efficient water use. The Project, including the required water conservation features, will use approximately 24,757 gallons per day, which is equivalent to approximately 125 gallons per household per day (Attachment H: Zinner Consultants, CEQA Exemption (8) Energy and Water Efficiency Compliance Memo, p. 10). The average residential household water use in California in 2018 was 317.1 gallons per person per day. Thus, with implementation of the required water conservation features, water usage for the Project will be approximately 61 percent less than

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		the average California household.
Wildfire		
WF-1: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	MM-WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and	No mitigation applies. The Project Site is fully developed with two buildings and surface parking and is located in a heavily urbanized area of the City. There are no wildlands located within and in the vicinity of the Project Site. Furthermore, the Project Site is not located within a City designated Very High Fire Hazard Severity Zone (City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Reports for APN 5546-023-10, 11, 12, 13, 18, 19, 20, and 21). The Project would also be subject to regulatory compliance measures, such as adherence to Fire Code requirements, such as submitting a fire safety plan to the Lead Agency and local fire agency for their review and approval. Therefore, significant impacts would not occur, and no mitigation measures are required.

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
	practices to allow for safe evacuation and/or options to shelter-in-place	
WF-2: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.	MM-WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to – Submit a fire protection plan including the designation of fire watch staff; – Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; – Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and – Designate trained fire watch staff during project construction to reduce risk of fire hazards.	No mitigation applies. The Project Site is not located within a City designated Very High Fire Hazard Severity Zone (City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Reports for APN 5546-023-10, 11, 12, 13, 18, 19, 20, and 21). The Project would also be subject to regulatory compliance measures, such as adherence to Fire Code requirements, such as submitting a fire safety plan to the Lead Agency and local fire agency for their review and approval. Therefore, significant impacts would not occur, and no mitigation measures are required.
WF-3: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.	See <u>MM-WF-1</u>, <u>MM-WF-2</u>, <u>MM-HYD-1</u>, and <u>MM-HAZ-4</u> above.	No mitigation applies. There are no wildlands located within and in the vicinity of the Project Site. Furthermore, given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on or off site. The Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within a landslide zone as mapped by CGS, and the probability of seismically induced

Impact	RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
		landslides occurring at the Project Site would be considered low (City of Los Angeles, Los Angeles General Plan Safety Element, November 1996, Exhibit C, Landslide Inventory & Hillside Areas, p. 51; California Geological Survey. Earthquake Zones of Required Investigation, Hollywood Quadrangle, released November 6, 2014). Therefore, significant impacts would not occur, and no mitigation measures are required.