



CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING

# SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

## 1400 Vine Project

Case Number: ENV-2019-7526-SCPE

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**Project Location:** 1400–1440 North Vine Street, 6263–6275 West De Longpre Avenue, 6262–6270 West Leland Way, Los Angeles, CA 90028

**Community Plan Area:** Hollywood

**Council District:** 13—O'Farrell

**Project Description:** The Project includes the construction of a new 197,243 square-foot mixed-use building consisting of 198 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. The proposed building would be eight stories with an approximate height of 95 feet. The Project would include 278 parking spaces in a partially wrapped at-grade level and within three subterranean levels. In addition, the Project would include 20,640 square feet of open space. The existing commercial buildings with a combined floor area of approximately 14,809 square feet and surface parking would be removed to accommodate the Project. Upon completion, the Project would result in a net increase of 182,434 square feet of new floor area within the Project Site with a floor area ratio (FAR) of 4.47:1.

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

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**APPLICANT:**

GRT Portfolio Properties Beverly Hills, LLC

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# 1.0 Project Description

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## 1.1 Project Summary

The 1400 Vine Project (Project) includes the development of a new mixed-use building on a 49,223 square-foot (1.13 acre) site located at 1400–1440 North Vine Street, 6263–6275 West De Longpre Avenue, and 6262–6270 West Leland Way (Project Site) within the Hollywood Community Plan (Community Plan) area of the City of Los Angeles (City). The Project Site is currently occupied by two one-story commercial buildings with a combined floor area of approximately 14,809 square feet and surface parking.

The Project would include the demolition of the existing commercial uses on the Project Site and the development of a 197,243 square-foot mixed-use building consisting of 198 total 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. The proposed building would be eight stories with an approximate height of 95 feet. The Project would include 278 parking spaces in a partially wrapped at-grade level and within three subterranean levels. In addition, the Project would include 20,640 square feet of open space. Upon completion, the Project would result in a net increase of 182,434 square feet of new floor area within the Project Site with a floor area ratio (FAR) of 4.47:1.

## 1.2 Environmental Setting

### 1.2.1 Project Location

The Project Site is located at 1400–1440 North Vine Street, 6263–6275 West De Longpre Avenue, and 6262–6270 West Leland Way within the Hollywood Community Plan area of the City. As shown in Figure 1 on page 2, the Project Site is bounded by Leland Way to the north, an office space that is currently being used by the nearby Southern California Hospital at Hollywood and surface parking to the east, De Longpre Avenue to the south, and Vine Street to the west.

Primary regional access to the Project Site is provided by the Hollywood Freeway (US-101), located approximately 0.7 miles to the east of the Project Site. Major arterials providing regional access to the Project Site include Vine Street and Sunset Boulevard. The Project Site also 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

**Figure 1**

**Project Location Map**

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.

### 1.2.2 Existing Conditions

As shown in Figure 2 on page 4, the Project Site is currently occupied by two one-story commercial buildings with a combined floor area of approximately 14,809 square feet and surface parking. Vehicular access to the Project Site is currently available via driveways along Leland Way, Vine Street, and De Longpre Avenue. Existing landscaping on the Project Site is limited, consisting of trees and grass areas.

The Project Site is located within the Hollywood Community Plan area and has a General Plan land use designation of Regional Center Commercial. The western portion of the Project Site is zoned C4-2-D-SN (Commercial, Height District 2 with "D" Development Limitation, Hollywood Signage Supplemental Use District (SUD)) and the eastern portion of the Project Site is zoned R4-2D (Multiple Dwelling, Height District 2 with "D" Development Limitation) by the LAMC. The C4 zone permits a wide array of land uses including commercial, office, multi-family residential, retail, and hotel uses, while the R4 zone permits high-density residential uses. With respect to both the C4 and R4 portions of the Project Site, the Height District 2 designation, in conjunction with the existing "D" Development Limitation, imposes no height limit and a maximum FAR of 2 to 1. The SN designation indicates that the C4-zoned portion of the Project Site is located within the Hollywood Signage Supplemental Use District.

The Project is also located within the boundaries of the Hollywood Redevelopment Project area, a Transit Priority Area pursuant to SB 743,<sup>1</sup> a Los Angeles State Enterprise Zone, the Los Angeles Promise Zone, and the Sunset and Vine Business Improvement District.

### 1.2.3 Surrounding Land Uses

The Project Site is located in a highly urbanized area and is developed primarily with a mix of single- and multi-family residential and commercial uses. Specifically, land uses located adjacent to the Project Site include multi-family residential and commercial uses to the north, across Leland Way; a commercial use (currently used as administrative office

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<sup>1</sup> SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." TPAs are areas within one-half mile of a major transit stop that are existing or planned.

**Figure 2**

**Aerial Photograph of the Project Site and Vicinity**

space by the nearby Southern California Hospital at Hollywood) and surface parking to the east; single- and multi-family residential and commercial uses to the south, across De Longpre Avenue; and the ArcLight Cinemas, a restaurant, and structure parking to the west, across Vine Street. The uses surrounding the Project Site are designated as Regional Center Commercial and Medium Residential and are zoned C4-2D-SN and R4-2D.

## 1.3 Description of Project

### 1.3.1 Project Overview

The Project includes the development of a new 197,243 square-foot mixed-use building consisting of 198 total residential units (11 percent of the 184 unit base density or 21 of which would be reserved for Very Low Income households) and approximately 16,000 square feet of ground floor commercial space. The proposed building would be eight stories with an approximate height of 95 feet. The Project would include 278 parking spaces in a partially wrapped at-grade level and within three subterranean levels. In addition, the Project would include 20,640 square feet of open space. The existing commercial uses with a combined floor area of approximately 14,809 square feet would be removed to accommodate the Project. Upon completion, the Project would result in a net increase of 182,434 square feet of new floor area within the Project Site with a floor area ratio (FAR) of 4.47:1.

As shown in Figure 3 on page 6, the ground floor level of the proposed building would contain approximately 16,000 square feet of retail and restaurant space as well as amenities serving the residential uses, including lobbies, leasing office, and mail room. Also at the ground level would be a parking area to serve the ground floor retail and restaurant uses. This parking area would be partially wrapped by the ground floor retail and restaurant uses. Parking for residents would be provided in three subterranean levels below the building. The residential units would be located on the second through eighth floors with a variety of amenities and open space provided throughout the proposed building, as described in further detail below.

The proposed mixed-use building would be designed to complement the surrounding uses along Vine Street. In particular, as shown in the conceptual rendering included in Figure 4 on page 7, the building would feature a modern architecture with various openings throughout the building in the form of amenity terraces and balconies, which would serve to reduce the massing and scale of the building. The Project would feature glass, concrete, and metal design elements.

**Figure 3**

**Conceptual Site Plan—Ground Floor**

**Figure 4**

**Conceptual Rendering—Vine and De Longpre**

### 1.3.2 Open Space and Landscaping

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.21-G the Project would be required to provide 20,625 square feet of open space. As shown in Figure 5 on page 9, the Project would provide approximately 20,640 square feet of open space, which would consist of approximately 15,590 square feet of common open space, including residential amenity areas on Levels 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.

Pursuant to LAMC Section 12.21-G.2, a minimum of 25 percent of outdoor common open space must be landscaped. Therefore, 3,898 square feet of landscaped area is required and will be provided. Extensive landscaping would be provided at the Project's ground floor, including at the entrances to the commercial and residential components of the building, along the sidewalk and in the required front yards. In addition, the Project's interior courtyard and pool deck courtyard will be landscaped with ornamental trees and and/or other plantings. A 24-inch box tree is required for every four residential dwelling units; therefore, 50 trees are required and will be provided as part of the Project.

### 1.3.3 Access and Parking

Vehicular access to the building would be provided from a new driveway constructed at the Project Site's Leland Way frontage, leading to designated commercial parking spaces at the ground level. Vehicular access would also be available from a new porte cochere provided at the Project Site's De Longpre Avenue frontage, leading to the residential parking spaces at the subterranean parking levels.

In accordance with the standard parking requirements of the State Density Bonus Law and the LAMC, the Project is required to provide a minimum of 263 vehicular parking spaces. The Project is proposing to provide approximately 278 vehicular parking spaces at grade and within three subterranean parking levels. Therefore, the Project would comply with the parking requirements of the State Density Bonus Law and the LAMC. In addition, in accordance with LAMC requirements, the Project would provide a total of 153 bicycle parking spaces, including 21 short-term and 132 long term spaces. Bicycle parking would be provided within the ground floor and subterranean levels of the Project.





### 1.3.4 Density, FAR, and Setbacks

The Project Site's land use designation and zoning permit density equivalent to the R5 (Multiple Residential) zone, or one dwelling unit per 200 square feet of lot area, pursuant to LAMC Section 12.22 A.18, on the C4-zoned portion of the Project Site (due to the Regional Commercial land use designation), and at one dwelling unit per 400 square feet of lot area on the R4-zoned portion of the Project Site. Based on the size of the Project Site, a maximum base density of 184 dwelling units is permitted. Pursuant to State density bonus law and LAMC Section 12.22 A.25, the Applicant will set aside 11 percent of the base density units (or 21 units) for Very Low Income households. This qualifies the Project for up to a 35 percent density bonus, or a maximum of 249 units. The Project's proposed unit count of 198 units is below this maximum.

The base FAR for the Project Site is 2 to 1, consistent with the existing "D" Development Limitation on the Project Site. Pursuant to State density bonus law and LAMC Section 12.22 A.25 (g)(3), the Applicant is requesting an Off-Menu Incentive to allow an increase in the allowable FAR from 2 to 1 to approximately 4.47 to 1. Following an anticipated partial three-foot dedication along Vine Avenue, partial 10-foot dedication along Leland Avenue, and partial five-foot dedication along De Longpre Avenue, the Project Site would include 44,126 square feet of buildable area. This would permit the maximum floor area for the Project Site to increase from approximately 88,252 square feet to approximately 197,243 square feet.

Pursuant to the existing Height District 2 designation, no maximum height limit applies to the Project Site.

Pursuant to LAMC Section 12.22 A.18(c)(3), because the Project's ground floor does not contain residential units, no setbacks are required for the C4-zoned portion of the Project Site. For the R4-zoned portion of the Project Site, 15-foot front yard setbacks will be provided to the north and south and a 11-foot side yard setback will be provided to the east (commencing on Level 2, as the side yard requirement is waived with respect to the ground-level parking garage pursuant to LAMC Section 12.22 C.2).

## 1.4 Requested Permits and Approvals

The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Density Bonus Compliance Review for a total of 198 residential units (reflecting an approximately 7 percent density bonus) with 11 percent of the Project Site's permitted base density (21 units) set aside as Very Low Income Household Units and utilizing Parking Option No. 1. Pursuant to the State Density Bonus Law and LAMC Section 12.22 A.25 (f)(8), an On-Menu Incentive to permit averaging of floor

area ratio, density, parking or open space, and vehicular access. Pursuant to the State Density Bonus Law and LAMC Section 12.22 A.25 (g)(3), an Off-Menu Incentive to allow an increase in the allowable FAR from 2 to 1 to approximately 4.47 to 1;

- Master Conditional Use Permit for Alcohol pursuant to LAMC Section 12.24 W.1 for the sale and/or dispensing of a full line of alcoholic beverages for a total of four (4) on-site full line permits in connection with the Project's proposed restaurant uses;
- A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more of net new residential dwelling units; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

## 2.0 Sustainable Communities Strategy Criteria

### I(a). SUSTAINABLE COMMUNITIES STRATEGY CRITERIA

#### Public Resources Code (PRC) Section

**5(a): Is the proposed transit priority project consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in an adopted Sustainable Community Strategy?**

**Consistent.** Acknowledging the relationship between land use planning and transportation sector greenhouse gas (GHG) emissions, Senate Bill (SB) 375 was signed by Governor Schwarzenegger on September 30, 2008. Under SB 375, each Metropolitan Planning Organization is required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target for reducing GHG emissions. 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. In accordance with SB 375, SCAG has developed the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS).<sup>2</sup>

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. (SCAG, 2016–2040 RTP/SCS, pp. 20–21.)

Based on Exhibit 5 and Exhibit 6 of SCAG's SCS Background Documentation, the Project Site and surrounding area are within the "Urban" Land Development Category (SCAG, 2016–2040 RTP/SCS Appendix: SCS Background Documentation, pp. 10–11). The 2016–2040 RTP/SCS provides the following definition for the "Urban" Land Development Category:

*These areas are often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multi-family 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. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle. (SCAG, 2016–2040 RTP/SCS, p. 20.)*

Within the "Urban" Land Development Category, there are various urban footprint place types, including Mixed

<sup>2</sup> The Regional Council of Southern California Association of Governments (SCAG) on formally adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy September 2020. However, the 2020–2045 RTP/SCS has not been formally adopted by the California Air Resources Board. As such, SCAG's 2016–2040 RTP/SCS is considered in this discussion. The Project's consistency with SCAG's 2020–2045 RTP/SCS is provided in Attachment J of this Exemption.

Use, Residential, Commercial, Office, Research and Development, Industrial, Civic and Open Space (SCAG, 2016–2040 RTP/SCS Appendix: SCS Background Documentation, p. 90, “Place Types Categorized into Land Development Categories (LDCs)”); SCAG 2016–2040 RTP/SCS Appendix: SCS Background Documentation, p. 90, “Urban Footprint—Place Types Summary,” pp. 1–2). 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, 2016–2040 RTP/SCS Appendix: SCS Background Documentation, p. 90, “Urban Footprint—Place Types Summary,” 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, 2016–2040 RTP/SCS Appendix: SCS Background Documentation, p. 90, “Urban Footprint—Place Types Summary,” p. 1).

As described above, 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 2016–2040 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 above in Section 1.0, Project Description, 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 2016–2040 RTP/SCS. Furthermore, the Project is consistent with the applicable goals and policies in the 2016–2040 RTP/SCS, as summarized below in Section 3.0. As such, the Project is consistent with this criterion.

#### **1(b) TRANSIT PRIORITY PROJECT DEFINITION CRITERIA**

**To meet the definition of a Transit Priority Project (TPP), as defined by PRC Section 21155(b), the proposed project must meet all of the following criteria:**

**Based on total building square footage, the proposed project contains at least 50 percent residential use.**

**Consistent.** The Project would construct a mixed-use residential and commercial building with a total floor area of 197,243 square feet that will consist of 198 residential units totaling 181,243 square feet and 16,000 square feet of ground-floor commercial space. Based on the proposed uses, the Project contains approximately 92 percent residential use ( $181,243 \text{ square feet} \div 197,243 \text{ square feet} = 0.918 \times 100 = 92\%$ ) and 8 percent nonresidential uses ( $16,000 \text{ square feet} \div 197,243 \text{ square feet} = 0.08 \times 100 = 8\%$ ). As such, the Project would contain at least 50 percent residential use and less than 26 percent nonresidential uses and is consistent with this criterion.

**And, if project contains between 26 percent and 50 percent of non-residential uses, would the Floor Area Ratio be greater than 0.75?**

**Not Applicable.** This criterion is not applicable as the Project would contain 92 percent residential use and 8 percent non-residential use.

**Would the proposed project include a minimum net density of at least 20 dwelling units per acre?**

**Consistent.** The Project will develop a 1.13-acre site with a mixed-use residential and commercial building that includes 198 residential units. The net housing density for the Project is approximately 175 dwelling units per acre ( $198 \text{ units} / 1.13 \text{ acre}$ ), which is more than the required minimum of 20 units per acre. Thus, the Project is consistent this criterion.

**Is the project site located within one-half mile of either of the following which have been included in a Regional Transportation Plan (RTP)?**

- (a) a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods (also includes major transit stops that are included in the applicable RTP); or,**
- (b) a high quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.**

**Consistent.** The applicable regional transportation plan is SCAG's 2016–2040 RTP/SCS. PRC Section 21064.3 defines a major transit stop as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Similarly, SCAG identifies High Quality Transit Areas (HQTAs), which are defined as areas within 0.5 mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. As shown in Exhibit 5.1 of the 2016–2040 RTP/SCS, the Project Site is in an area identified as a High Quality Transit Area by SCAG. The entire Project Site is located within 0.5 mile of an existing major transit stop and an existing high quality transit corridor. Specifically, an existing rail station, the Metro B Line Hollywood/Vine Station, is considered a major transit stop as defined in Section 21064.3 above and is located approximately 0.3 mile north of the Project Site. The Project Site is also located within 0.5 mile of a high-quality transit corridor with bus service intervals of 15 minutes or less during peak commute hours. 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 (Attachment A: Gibson, Traffic Study, pp. 9–10, and Figure 6 on p. 20). There are 5 bus lines that operate in the immediate vicinity of the Project Site (Attachment A: Gibson, Traffic Study, Table 2 on p.27). Thus, the Project is consistent with this criterion.

## II(a) SUSTAINABLE COMMUNITIES PROJECT CRITERIA

To be considered a Sustainable Communities Project, the Transit Priority Project (TPP) must comply with all of the following environmental criteria, as defined by PRC Section 21155.1(a).

(1) The TPP and other projects approved prior to the approval of the TPP but not yet built can be adequately served by existing utilities and the project sponsor has paid, or has committed to pay, all applicable in-lieu or development fees.

**Consistent.** Several projects are proposed in the vicinity of the Project Site and are in various stages of the City's approval process. These include the Omni Group Mixed-Use Development Project, a mixed-use project comprised of approximately 81,050 square feet located to the west of the Project Site, and a mixed-use hotel project comprised of 84,425 square feet just south of the Project Site along Vine Street. The Los Angeles Department of Water and Power (LADWP) provides water and electrical service throughout the City of Los Angeles, including the Project Site. Natural gas is provided to the Project Site and vicinity by the Southern California Gas Company (SoCalGas). In addition, LA Sanitation (LASAN) operates sanitary sewers throughout the City that collect wastewater generated by residential, commercial, and industrial users in the City. This wastewater is conveyed to the City's four wastewater treatment and water reclamation plants. LA Sanitation also manages the City's storm drain infrastructure. The Project and other nearby known projects can be adequately served by existing utilities.

Based on the Utility Infrastructure Technical Report: Water (Water Report) prepared for the proposed Project by Fuscoe Engineering, dated April, 2020, included as Attachment B, there is an existing 10-inch line on Vine Street, an 8-inch line on Leland Way, and an 8-inch line on De Longpre Avenue. In addition, there are two existing public hydrants located near the Project Site, including one located at the southeast corner of Vine Street and Leland Way, and the other at the northwest corner of Vine Street and De Longpre Avenue. The Project proposes to connect to either the existing 8-inch main on Leland Way or the 8-inch main on De Longpre Avenue for domestic service (Attachment B: Fuscoe Engineering, Water Report, p. 5). As evaluated in the Water Report, when analyzing a project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. While domestic water demand is a project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and are therefore the primary means for analyzing infrastructure capacity. As provided in the Water Report, in accordance with City policy, a Service Advisory Request and an Information of Fire Flow Availability were submitted to LADWP to determine the availability of water service for the Project. Based on LADWP's review of the Project, LADWP has issued a Will Serve Letter to confirm that there is sufficient capacity to provide water service to the Project (Attachment B: Fuscoe Engineering, Water Report, p. 5). In addition, LADWP's 2015 Urban Water Management Plan, which accounts for existing development within the City as well as projected growth through the year 2040, concludes that LADWP would meet all new demand for water due to projected population growth through the year 2040. Furthermore, the Project and other proposed projects would be required to comply with numerous water conservation regulations contained in the Los Angeles Municipal Code (LAMC) to reduce water consumption (i.e., Ordinance Nos. 166,080; 180,822; 181,480; 181,899; 182,849; 183,608; 183,833; 184,248; and 184,250), and with the California Green Building Standards Code, which contain standards designed for efficient water use.

With regard to electrical service, LADWP's most recently adopted 2017 Power Strategic Long-Term Resources Plan identifies adequate resources (natural gas, coal) to support future generation capacity over the next 20 years. Data used to develop the LADWP demand forecasts take into account population growth, energy efficiency improvements, and economic growth which includes construction projects. Therefore, electricity usage resulting from the future operation of the Project as well as other proposed projects in the City is likely accounted for in the LADWP projections. Furthermore, as with the Project, the construction and operation of other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, as necessary. As such, based on LADWP's 2017 Power Strategic Long-Term Resources Plan, the Project as well as other projects could be served by the existing and planned electrical service.

The 2018 California Gas Report presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. As with LADWP's 2017 Power Strategic Long-Term Resources Plan

discussed above, the 2018 California Gas Report considers changing economics and demographics and trends in growth in various market sectors to plan for future natural gas supplies and infrastructure. Therefore, natural gas usage resulting from future operation of the Project as well as other nearby transit projects is likely accounted for in the SoCalGas projections. Furthermore, as specifically discussed in the 2018 California Gas Report, SoCalGas projects total gas demand to decline from 2018 to 2035 due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure. Consistent with this forecast, pursuant to City and state requirements, the Project as well as future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24 that would continue to reduce the use of natural gas. As such, based on the 2018 California Gas Report, the Project as well as other projects could be served by the existing and planned electrical service.

As noted above, LA Sanitation operates sanitary sewers throughout the City that collect wastewater and convey the wastewater to the City's four wastewater treatment and water reclamation plants. As discussed in the Utility Infrastructure Technical Report: Wastewater (Wastewater Report) prepared for the Project by Fuscoe Engineering, dated April 2, 2020, included as Attachment C, the Project Site is served by a main sewer system in the surrounding streets. There is an existing 8-inch main adjacent to the northern portion of the Project Site. The 8-inch main transitions into a 10-inch main as it intersects with the sewer main on Vine Street. The 10-inch main continues in the southwesterly direction along Vine Street beyond the limits of the Project Site. There is also an existing 8-inch main along De Longpre Avenue flowing in the easterly direction. Each of these sewer mains that are adjacent to the Project Site connect to a network of sewer lines that ultimately convey wastewater to the City's Hyperion Treatment Plant. Based on the available record data from the City, there are currently 14 existing sewer laterals connecting from the City's public sewer system to the Project Site. Four of these laterals connect from the 8-inch main off Leland Way, ten connect from the 10-inch main off Vine Street, and four of them connect from the 8-inch main off De Longpre Avenue. Per the City's Bureau of Engineering's online Navigate LA database, the capacity of each of the 3 aforementioned sewer mains have a calculated capacity of 0.71 cubic feet per second (cfs), 2.4 cfs, and 0.71 cfs respectively. It is assumed that the sewer generation from the Project would be split evenly (33.3%) to the sewer lines along Leland Way, Vine Street, and De Longpre Avenue, which results in approximately 7.6 percent of the pipe's half-full capacity in Leland Way, 2.2 percent of the half-full capacity in Vine Street, and 7.6 percent half-full capacity in De Longpre Avenue (Attachment C: Fuscoe Engineering, Inc., Wastewater Report, p. 6). As discussed in the Wastewater Report, a Sewer Capacity Availability Request (SCAR) that identifies the Project's estimated total flow was submitted to the Bureau of Sanitation to verify capacity availability. Based on the Bureau of Sanitation's review of the SCAR, the Bureau of Sanitation has approved the Project to discharge up to 56,420 gallons per day (gpd) into the City's systems by connecting to the existing sewer lines on Leland Way, Vine Street, and De Longpre Avenue (Attachment C: Fuscoe Engineering, Inc., Wastewater Report, pp. 5—6). As discussed in the Wastewater Report, LA Sanitation's review considers the Project demands on the infrastructure in conjunction with existing conditions and forecasted growth. In addition, the One Water LA 2040 Plan includes a Wastewater Facilities Plan, which would guide LA Sanitation decisions on implementing system improvements to its wastewater collection and treatment facilities. The One Water LA 2040 Plan concludes that based on the design capacities and the projected future flows of each water reclamation plant within the City through year 2040, all existing water reclamation plants would have sufficient capacity to manage projected wastewater flows. As such, the Project as well as other projects within the City could be served by the existing sewer infrastructure.

As previously described, LA Sanitation also manages the City's storm drain infrastructure. In terms of stormwater runoff, the Project would be expected to decrease the amount of runoff that would flow to nearby storm drains since the Project would provide landscaping which could capture some of the stormwater, unlike the existing condition where all runoff flows from the Project Site. In addition, per City requirements, the Project and other proposed projects in the City would be required to comply with the Los Angeles County Department of Public Works Hydrology Manual and the City's Low Impact Development (LID) Ordinance to treat stormwater for pollutants and control runoff at buildout. Therefore, the Project nor other proposed projects within the City would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system. As such, the existing stormwater drainage system would have sufficient



capacity to service the Project and other proposed projects in the City.

The Project would pay all applicable in-lieu or development fees pursuant to code requirements and conditions of Project approval. Thus, the Project is consistent with this criterion.

**(2) The TPP site does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the project would not harm protected species.**

**Consistent.** The Project Site is currently occupied with two commercial structures and associated surface parking and is located in a heavily urbanized area of the City. Landscaping within the Project Site is limited to ornamental trees and shrubs. In addition, the Project Site is not located adjacent to any large expanses of open space. Specifically, adjacent and surrounding land uses include a mix of commercial, office, retail, entertainment, and institutional uses. 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 (U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: [www.fws.gov/wetlands/Data/Mapper.html](http://www.fws.gov/wetlands/Data/Mapper.html), accessed: March 2020). Further, as the Project Site is developed and 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 wetlands, riparian habitat, or other sensitive natural communities identified in federal, state, or local plans, policies, and regulations.

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). Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area (Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: [http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET\\_Public.GIS-NET\\_Public](http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public), accessed March 2020). As discussed in the Tree Report prepared for the Project by Lisa Smith, The Tree Resource, dated November 25, 2019, included as Attachment D, there are 24 trees on the Project Site and/or within the public right-of-way of the Project Site. Two of the onsite trees will be impacted by the new construction and will be removed and replaced at a one-to-one ratio. None of the 24 trees located within the Project Site are considered protected by the City's Tree Preservation Ordinance No. 177,044. However, the trees within the Project Site have the potential to support nesting birds. Therefore, the on-site trees that would be removed during construction of the Project could potentially provide nesting sites for migratory birds, which are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. The MBTA prohibits take of all birds and their active nests, including raptors and other migratory nongame birds. As discussed below, consistent with Mitigation Measure MM-BIO-2(b) and Mitigation Measure MM-BIO-4(b) included in SCAG's 2016–2040 RTP/SCS Final Program EIR, the removal of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code) and therefore meets this criterion.

**(3) The TPP site is not located on any list of hazardous waste sites compiled pursuant to Section 65962.25 of Government Code (Cortese List).**

**Consistent.** The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action, facilities, as well as existing site cleanup information. The Regional Water Quality Control Board (RWQCB) maintains a similar database (Geotracker). EnviroStor and Geotracker also provide information on investigation, cleanup, permitting, and/or corrective actions that are permitting, planned, being conducted, or have been completed under DTSC's and the RWQCB's respective oversight.

A preliminary endangerment assessment (PEA) was prepared by California Environmental, dated March 2020,

for the Project (see Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I). As part of the PEA, inquiry letters were sent to the State of California Department of Toxic Substances Control (DTSC) and the California Regional Water Quality Control Board (RWQCB), and the DTSC and RWQCB online databases were reviewed. The results of the database review are contained in the PEA (see Appendix III of the PEA). Based on this review, the Project Site is not listed on these databases (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 11).

In addition to the DTSC and RWQCB databases, agency database lists were reviewed for known or suspected contaminated sites and for sites that store, generate or use hazardous materials. The PEA notes that a previous Phase I Environmental Assessment Report prepared by GSI dated June 29, 2016 revealed one recognized environmental condition (REC) in connection with the Project Site. The historical uses of the Project Site for gasoline service and automotive repair represent a REC for the potential presence of abandoned-in-place USTs and localized soil impacts (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 8). However, GSI noted that based on the Phase II activities conducted in 1998 and in June 2016 by GSI, it does not appear that hazardous conditions are likely present at the Project Site. The PEA did not identify any other recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions on the Project Site. Therefore, the Project is not located on a site that is included on a list of hazardous material sites. Thus, the Project meets this criterion.

**(4) The TPP is subject to a preliminary endangerment assessment to determine the existence of any hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from the area.**

- (a) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements;**
- (b) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.**

**Consistent.** As detailed in the PEA, the Project Site was developed as early as 1919 with five residential structures (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, pp. 10—11). By 1938, the southwestern portion of the Project Site was developed with a gas station. By 1948, the current 1440 Vine Street structure was developed, replacing two residential structures. By 1960, the gas station was removed from the Project Site. By 1964, the residential structure in the northeast corner of the property was removed. By 1977, the historical 6267 De Longpre Avenue residential structure was demolished. By 2012, the historical residential structure in the southeastern corner of the Project Site was demolished. By 2016, the Project Site and its surrounding area were developed in their current configuration.

As part of the PEA, the previous uses of the Project Site and nearby properties were evaluated to identify any historically recognized environmental conditions. According to the PEA, no evidence of the past use, treatment, storage, disposal, or generation of hazardous substances was observed on the Project Site at the time of the site reconnaissance, nor was there evidence of aboveground or underground storage tanks, clarifiers, sumps, or grease interceptors (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 15). In addition, no evidence of transformers or equipment containing toxic polychlorinated biphenyls (PCBs) or evidence of spills or stains was observed on-site (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 16). Furthermore, no strong, pungent, or noxious odors were evident during the site reconnaissance and no other indications of release of hazardous substances or other conditions of environmental concern were observed (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 17).

The Project Site is not located within a Methane Zone or Methane Buffer Zone identified by the City (City of Los Angeles Department of City Planning, Zone Information and Map Access System [ZIMAS] Parcel Profile Reports for APN 5546-023-051 Lots 10, 11, 12, 13, 18, 19, 20, and 21). According to the PEA, the Project Site is not located within a recognized methane hazard zone and there are no oil wells or oil fields within a 2,000-foot radius of the Project Site (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 19). Furthermore, the PEA indicated that none of the 13 sites within the 90028 ZIP Code exceeded the radon federal action level of four picocurie per Liter (4 pCi/L) (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 17). The PEA also concluded that a vapor encroachment condition does not exist on the Project Site (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 21).

The Project Site is currently occupied by two one-story commercial buildings and a surface parking lot. Removal of these buildings are required to allow for the development of the Project. Due to the date of construction of the buildings on site, it is likely that asbestos containing materials (ACMs) and lead-based paints (LBPs) would be present (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, pp. 16–17). In the event that ACMs and/or LBP are discovered during construction, all ACMs and LBP would be removed in accordance with all applicable regulatory requirements. Specifically, in accordance with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), prior to demolition activities associated with the Project, the Applicant would conduct a survey of the existing areas where construction would occur to verify the presence or absence of any of these materials and conduct remediation or abatement before any disturbance occurs. Furthermore, the California Division of Occupational Safety and Health (Cal-OSHA) has established limits of exposure to lead contained in dusts and fumes through California Code of Regulations, Title 8, Section 1532.1, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, since demolition workers are at greatest risk of adverse health exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code. Mandatory compliance with these regulatory requirements would reduce any potential risks associated with ACMs and LBP to acceptable levels.

The PEA did not identify any other recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions on the Project Site with the potential for exposure of future occupants to significant health hazards. Additionally, if abandoned-in-place USTs are found during construction of the Project, their removal would occur in compliance with applicable regulatory requirements, including obtaining the necessary removal permit from the LAFD. Therefore, the Project meets this criterion.

**(5) The TPP would not have a significant impact on historical resources.**

**Consistent.** GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project Site to assess any potential impacts the Project may have on historical resources. GPA established a study area to account for impacts on historical resources that may be present in the vicinity of the Project Site. The study area (Study Area) includes the Project Site as well as all properties within a 500-foot radius from the center of the Project Site. As discussed in the Historical Resource Technical Report prepared for the Project by GPA Consulting, dated April 2020, included in Attachment F, one of the two buildings on the Project Site is over 45 years of age and required further evaluation. As detailed in the Historical Resource Technical Report, GPA concluded that the building is not individually eligible as a historical resource at the national, state, or local levels due to lack of significance and integrity. (Attachment F: Historical Resource Technical Report—1400 N. Vine, pp. 27—29).

Additionally, while the Study Area encompasses a portion of the Afton Square Historic District (Historic District), which is listed in the California Register of Historical Resources and is therefore a historical resource subject to CEQA, the extant buildings on the Project Site are not within the boundaries and are therefore neither contributing nor non-contributing to the Afton Square Historic District. There are fifteen properties within the Study Area that are contributing to the Afton Square Historic District. (Attachment F: Historical

Resource Technical Report—1400 N. Vine, pp. 16—18).

One property within the Study Area is individually designated as a Los Angeles Historic-Cultural Monument and three properties were identified as potential historical resources. The one property individually designated as a Los Angeles Historic-Cultural Monument is the Earl Carroll Theatre/Aquarius Theater located north of the Project Site. The three-story theater was officially designated Historic-Cultural Monument No. 1136 in 2016 for its association with Hollywood as a center for recreation and entertainment venues; for its association with entertainment entrepreneur, Earl Carroll; as an excellent example of a commercial building in the Streamline Moderne style; and as a significant work of renowned architect Gordon B. Kaufman. The three potential historic resources include the Bank of America building located at 6300 West Sunset Boulevard, northwest of the Project Site; Jerry Fairbanks Productions located at 1300 Vine Street, south of the Project Site; and Pete's Flowers/Morgan Camera located at 6260 West Sunset Boulevard, north of the Project Site. These three buildings were identified as appearing eligible for the California Register. (Attachment G: Historical Resource Technical Report—1400 N. Vine, pp. 12—15).

As evaluated in the Historical Resource Technical Report, the Project Site would not have direct impacts on historical resources (Attachment F: Historical Resource Technical Report—1400 N. Vine, pp. 32—36). While the new building would introduce a new visual element to the immediate surroundings of the Afton Square Historic District and the skyline, the proposed building would not affect the setting of any of the identified historical resources as the vicinity is already characterized by taller buildings that are visible from the boundaries of the Afton Square Historic District. The historical resources also would not be materially impaired by the Project as the historical resources within the study area are sufficiently buffered by surrounding development. (Attachment F: Historical Resource Technical Report—1400 N. Vine, p. 37).

With regard to contributors of the Afton Square Historic District, it is noted that the existing surface parking lot was previously developed with a multi-family residence, 6263 W. De Longpre Avenue, which was identified as a contributing property. The building was demolished in 2010 by a previous owner and replaced with the existing surface parking lot. Therefore, while the surface parking lot is located within the boundaries of the Historic District, it is no longer a contributor, and removal of the surface parking lot would not have an impact on historical resources. Additionally, construction of the Project would not create direct impacts on the Historic District's integrity in terms of location, relative number, and size, scale, and design of visual intrusions. As previously mentioned, while a portion of the Project is within the Historic District, because the contributing building that was located on the property has been removed, best practices in urban planning and historic preservation would allow the boundaries of the Historic District to be redrawn to eliminate the surface parking lot. Additionally, although the new building would be taller and feature larger massing compared to other contributing buildings in the Historic District, the new building would be oriented toward Vine Street, which is consistent with the historical development pattern along Vine Street and other commercial corridors in the vicinity. The Project is designed to have a larger front yard setback on the east end of the south elevation, fronting De Longpre Avenue, which provides a small degree of separation between the adjacent contributing property and allows for views into the Historic District. It is further noted that there are modern buildings of comparable height to the Project that are already visible from within the boundaries of the Historic District. Thus, the new building would not ultimately affect the integrity of the immediate setting to the degree that it would no longer be eligible for the listing in the National Register. Therefore, the Project would not directly impact the Historic District and its contributing properties. The Project also would have no impact on the identified historical resources in the vicinity of the Project Site to the degree that those resources would no longer be eligible for listing as historical resources by CEQA. Because the Project would not alter characteristics of the historical resources, the only aspect of integrity with respect to the impact of the Project on these historical resources is setting. None of the previously identified historical resources are within the same block as the Project Site. They are separated from the Project by a street. Views of these historical resources would not be obscured as a result of the Project. Additionally, because the Project is located outside the parcel boundaries of the four individual historical resources in the Study Area, the Project would not impact their integrity or immediate setting, as they are separated from the Project Site by intervening buildings. As such, the changes to the broader surroundings of the historical resources presented by the Project would not cause an indirect impact to the setting or any of the surrounding historical settings. As such, the Project would not have a significant effect on historical resources and would meet this criterion.

**(6) The TPP is not subject to any of the following:**

- a. a wildland fire hazard;**
- b. an unusually high risk of fire or explosion from materials stored or used on nearby properties;**
- c. risk of a public health exposure at a level that would exceed federal and state standards;**
- d. seismic risk as a result of being within a designated earthquake fault zone or seismic hazard zone; and**
- e. landslide hazard, flood plain, flood way, or restricted zone.**

a) **Consistent.** As described above, the Project Site is located in a highly urbanized area and is fully developed with two one-story commercial buildings and a surface parking lot. There are no wildlands located 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 5546-023-051 Lots 10, 11, 12, 13, 18, 19, 20, and 21). Therefore, the Project Site is not subject to a wildland fire hazard and meets part (6)(A) of the criterion.

b) **Consistent.** The buildings surrounding the Project Site are currently occupied by office, retail, restaurant, entertainment, and institutional uses. Specifically, surrounding uses include a restaurant to the north; the Arclight Cinemas-Hollywood Theater to the northeast; a surface parking lot to the east; a restaurant to the south; and a multi-family residence to the west. Other surrounding uses include the Southern California Hospital to the east and a high-rise multi-family residence building to the north along Vine Street. Except for the Southern California Hospital, hazardous materials associated with adjacent uses typically consist of small quantities of cleaning products and similar household and commercial materials. Such properties typically do not contain large quantities of hazardous materials that would pose an unusually high risk of fire or explosion. In addition, based on the nature of the facility, any hazardous materials related to the nearby hospital would be strictly regulated and would be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Furthermore, 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 (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 8), 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, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties, and meets part (6)(B) of this criterion.

c) **Consistent.** As discussed above, the Project Site is not located within a Methane Zone or Methane Buffer Zone identified by the City, and according to the PEA, the Project Site is not located within a recognized methane hazard zone and there are no oil wells or oil fields within a 2,000-foot radius of the Project Site (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 19). In addition, the PEA concluded that a vapor encroachment condition does not exist on the Project Site (Attachment E: California Environmental, Preliminary Endangerment Assessment (PEA), Environmental Site Assessment—Phase I, p. 21). Moreover, the PEA did not identify any other recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions on the Project Site. Therefore, the Project would not result in public health exposure at a level that would exceed the standards established by any state or federal agency, and thus meets part (6)(C) of this criterion.

d) **Consistent.** PRC Section 2622 requires the State Geologist to delineate earthquake fault zones and to continue to revise and delineate additional earthquake fault zones when warranted by new information. PRC Section 2696 requires the State Geologist to compile maps identifying seismic hazard zones. The California Geological Survey (CGS) released the Earthquake Zones of Required Investigation Map for the Hollywood Quadrangle on November 6, 2014 (Earthquake Fault Zones Map). This map is the State of California's currently official earthquake fault zone map for the Hollywood area. The recently revised map shows the location of Alquist-Priolo Earthquake Fault Zones and Seismic Hazard Zones based, in part, on current

geographic information system (GIS) technology. According to the Earthquake Fault Zone Map, the Project Site is not within the Alquist-Priolo Earthquake Fault Zone. The Project Site is also not located within the Hollywood-Raymond Preliminary Fault Study Zone (City of Los Angeles Department of City Planning, ZIMAS Parcel Profile Reports for APN 5546-023-051 Lots 10, 11, 12, 13, 18, 19, 20, and 21). Furthermore, a Geology and Soils Report (Geology Report) was prepared for the Project Site by Geotechnologies, Inc., dated May 29, 2018, included as Attachment G, which concluded that there are no known active faults or potentially active faults that cross the Project Site. Therefore, the potential for surface fault rupture hazard at the Project Site is considered low (Attachment G: Geotechnologies, Geology Report, p. 6). As such, the Project would not result in seismic risk as a result of being within a delineated earthquake fault zone or a seismic hazard zone, and the Project meets part (6)(D) of this criterion.

e) **Consistent.** The area surrounding the Project Site is fully developed and generally characterized by flat topography. 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 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). The Project Site is not located within a designated 100-year flood plain area as mapped by the Federal Emergency Management Agency (FEMA) or by the City (Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1605F, September 26, 2008; City of Los Angeles, Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plain, p. 57). Furthermore, based on the Geology Report, the probability of seismically-induced landslides is negligible and the risk of flooding from a seismically-induced seiche is remote (Attachment G: Geotechnologies, Geology Report, p. 8). Therefore, the Project would not result in landslide hazard, flood plain, flood way, or restriction zone, and the Project meets part (6)(E) of this criterion.

**(7) The TPP site is not located on developed open space.**

**Consistent.** The Project Site is privately owned, has not been designated for acquisition by a public agency for use as open space, and is located in a highly urbanized area. The Project Site is currently occupied by two commercial structures and surface parking and contains limited landscaping. The Project Site does not contain any active or passive recreational facilities and has not been used by the public for recreational purposes. The Project Site is zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplement Use District (SUD)), which provides for residential and commercial uses. The immediate surrounding area is also fully built out with commercial buildings and does not include any open spaces. Therefore, the Project Site is not located on developed open space and meets this criterion.

**(8) The TPP building would be 15 percent more energy efficient than Title 24 standards, and the TPP building and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.**

**Consistent.** Based on the *CEQA Exemption Energy and Water Efficiency Compliance Memo* 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, referenced in Chapter 4.2 of CEQA (Implementation of the Sustainable Communities Strategy). At the time of passage of SB 375 in 2008, California had not adopted mandatory green building standards, and was in the process of developing voluntary green building standards. The intent regarding this performance standard arose from the California's original Climate Change Scoping Plan (December, 2008) which called for the reduction of GHG emissions by approximately 15 percent from 2008 levels in order to meet 2020 targets (Climate Change Scoping Plan, CARB, December 2008, page ES-1). This 15 percent reduction goal from 2008 levels is reflected in the criteria written in CEQA pursuant to California Public Resources Code Section 21155.1(8).

After the passage of SB 375, state agencies began the compliance process by reviewing existing green building standards, best practices, guidelines, and other published material. The 2008 California Green Building Standards Code was composed of voluntary measures that formed the basis of what would become the mandatory 2010 California Green Building Standards Code (CALGreen), codified as Part 11 of Title 24,

California Code of Regulations. This landmark code achieved significant reductions in greenhouse gas emissions, energy consumption, and water conservation for the State (Climate Change Scoping Plan, CARB, December 2008, page ES-1). Building efficiency standards were updated in 2013 (effective January 1, 2014) for residential and non-residential buildings that are new, additions, or alterations. Building efficiency standards were again updated in 2016 (effective January 1, 2017) and are more efficient than 2013 standards. For the purposes of this analysis, the 2019 version of Title 24 is the applicable version referenced in part (8) of this criterion.

The Project will also 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. These water-saving features were adopted after construction of most existing developments in the region; therefore, the Project will be required, at a minimum, to include more water efficient fixtures and appliances than other local residences. The average residential household water use in California in 2018 was 317.1 gallons per person per day (Attachment H: Zinner Consultants, CEQA Exemption (8) Energy and Water Efficiency Compliance Memo, p. 10). Based on the Utility Report prepared by KPFF, the Project will have a water demand of approximately 56,240 gallons per day without the required conservation features (Attachment B: Fuscoe Engineering, Water Report, p. 5). 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.

Therefore, the Project is designed to be 15 percent more energy-efficient than required by Chapter 6 of Title 24 of the California Code of Regulations, and is designed to achieve 25-percent less water usage than the average household in the region. Thus, the Project meets this criterion.

**II(b) To be considered a Sustainable Communities Project, the Transit Priority Project must comply with all of the following land use criteria, as defined by PRC Section 21155.1(b).**

**(1) The TPP site is not more than 8 acres.**

**Consistent.** The Project Site is approximately 1.13 acre (49,223 square feet). Therefore, the Project Site is less than 8 acres, and the Project meets this criterion.

**(2) The TPP would not contain more than 200 residential units.**

**Consistent.** The Project proposes 198 residential units. Therefore, the Project will not include more than 200 residential units and the Project meets this criterion.

**(3) The TPP would not result in any net loss in the number of affordable housing within the project area.**

**Consistent.** The existing Project Site does not include residential uses which would require removal for implementation of the Project. Therefore, no loss of affordable housing units would occur, and the Project would meet this criterion.

**(4) The TPP does not include any single level building exceeding 75,000 square feet.**

**Consistent.** The Project would construct an eight-story building on a 49,223 square-foot lot. Therefore, the Project would not include any single level building that exceeds 75,000 square feet and the Project meets this criterion.

**(5) Applicable mitigation measures or performance standards in prior EIRs would be incorporated into**

the TPP.

**Consistent.** The Project meets this criterion. As described above, SCAG's 2016–2040 RTP/SCS is the Sustainable Communities Strategy applicable to the Project Site. Prior to the adoption of SCAG's 2016–2040 RTP/SCS, a Program Environmental Impact Report (PEIR) was prepared to evaluate the potential environmental impacts of the proposed 2016–2040 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 Mitigation Monitoring and Reporting Program (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 mitigation measures identified as part of the PEIR are not prescriptive on the Project but nonetheless, the Project Commitments required as Conditions of Approval for the Project and regulatory requirements required of the Project are similar to or consistent with those applicable measures suggested in SCAG's MMRP. Refer to Section 4.0, Project Consistency with SCAG 2016–2040 RTP/SCS Mitigation Measures for a full discussion of the Project's consistency with SCAG's MMRP. As noted therein, many of the mitigation measures identified by SCAG, beyond those discussed below, would not apply to the Project and, therefore, would not be incorporated into the TPP.

**(6) The TPP would not conflict with nearby operating industrial uses.**

**Consistent.** The nearest site utilized and zoned for industrial uses is located approximately 0.25 mile east of the Project Site, on the southeast corner of Sunset Boulevard and Gower Street, occupied by Sunset Gower Studios (a production studio). This site is zoned "M1-1," which is a limited industrial zone and allows for light manufacturing uses by the City (City of Los Angeles Department of City Planning, ZIMAS, <http://zimas.lacity.org/>). Due to distance from the Project Site as well as intervening development located between the Project Site and the nearest industrial zoned site, the Project will not conflict with nearby operating industrial uses and, therefore, the Project meets this criterion.

**(7) The TPP is located within one-half mile of a rail transit station or a ferry terminal included in a RTP or within one-quarter mile of a high-quality transit corridor included in a RTP.**

**Consistent.** The Metro B Line Hollywood/Vine Station is located approximately 0.3 mile north of the Project Site. In addition, 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 (Attachment A: Gibson, Traffic Study, Table 2 on p. 27). Therefore, the Project Site is located within 0.5 mile of a rail transit station and directly proximate to a high quality transit corridor included in a regional transportation plan. As such, the Project meets this criterion.

**To be considered a Sustainable Communities Project, the Transit Priority Project must meet at least one of the following three criteria, as defined by PRC Section 21155.1(c).**

- a. At least 20 percent of the housing would be sold to families of moderate income, or not less than 10 percent of the housing would be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income, and the TPP developer provides sufficient legal commitments as outlined in PRC Section 21555.1(c)(1)(B) to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households.
- b. The TPP developer would pay in-lieu fees sufficient to result in the development of an equivalent number of affordable units that would otherwise be required as outlined in the previous question.
- c. The TPP provides public open space equal to or greater than 5 acres per 1,000 residents of the



**project.**

**Consistent.** The Project would meet criterion a and would thus satisfy this provision. Specifically, 11 percent of the 184 base density units (or 21 units) will be designated for Very Low Income Households. This equates to approximately 11 percent of the total 198 units restricted for Very Low Income households. The Project operator will enter into a housing regulatory agreement with the Los Angeles Housing & Community Investment Department (HCIDLA) memorializing these requirements and making them binding on any successors or assigns for the 55 year regulatory period. Thus, the Project meets this criterion.

## 3.0 Project Consistency with the Goals and Benefits of the 2016–2040 RTP/SCS

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As discussed above, 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. In accordance with Senate Bill 375,<sup>3</sup> SCAG has developed the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS).

Chapter 4 of SCAG’s 2016–2040 RTP/SCS presents the goals and guiding policies for the RTP/SCS. In addition, Chapter 5 of SCAG’s 2016–2040 RTP/SCS identifies the land use policies that were incorporated into the RTP/SCS and that have guided the development of the RTP/SCS’ strategies for land use. This Section discusses the Project’s consistency with the applicable goals and guiding policies as well as with the land use policies presented in SCAG’s 2016–2040 RTP/SCS.

### 3.1 2016 RTP/SCS Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness

**Not Applicable.** This goal is directed toward SCAG as it relates to aligning plan investments and policies with improving regional economic development, and does not apply to individual development projects.

### 3.2 2016 RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.

**Consistent.** The Project is located in the Hollywood area within a designated High Quality Transit Area (HQTa).<sup>4</sup> The 2016–2040 RTP/SCS defines a HQTa as generally walkable transit village or corridor that is within 0.5 mile of a well-served transit stop or a

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<sup>3</sup> Under Senate Bill 375, each Metropolitan Planning Organization is required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target for reducing GHG emissions.

<sup>4</sup> SCAG, 2016 RTP/SCS, April 2016, Exhibit 5.1, High Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.

transit corridor with 15-minute or less service frequency during peak commute hours.<sup>5</sup> 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. 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. 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 primarily 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 maximize mobility and accessibility for residents and visitors to the area.

### **3.3 2016 RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.**

**Consistent.** 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.

### **3.4 2016 RTP/SCS Goal 4: Preserve and ensure a sustainable regional transportation system**

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

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<sup>5</sup> SCAG, 2016 RTP/SCS, April 2016, p. 189

### **3.5 2016 RTP/SCS Goal 5: Maximize the productivity of our transportation system.**

**Consistent.** The Project would support the use and productivity of the public transportation system by concentrating new development within a HQT A, specifically 0.3 miles from a light rail station and near a HQT C (Sunset Boulevard) 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 see response to the goal to “Maximize mobility and accessibility for all people and goods in the region,” above.

### **3.6 2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).**

**Consistent.** The Project’s location and design features would encourage active transportation within the Project Site and surrounding area, which would help to protect the environment and health of residents. 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. Also refer to the goal to “Maximize mobility and accessibility for all people and goods in the region,” above.

### **3.7 2016 RTP/SCS Goal 7: Actively encourage and create incentives for energy efficiency, where possible.**

**Consistent.** Although this goal refers to the creation of incentives for energy efficiency, which is directed at jurisdictions rather than a specific development project, the Project is designed to be 16.7 percent more energy efficient than the 2019 Title 24 standards. Specifically, as set forth in the Energy Report included as Attachment H, the Project would utilize less energy for heating, cooling, indoor fans, heat rejection, pumps, and domestic hot water when compared with a standard Title 24 project.

### **3.8 2016 RTP/SCS Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.**

**Consistent.** The Project Site is designated for Regional Center Commercial land uses under the Hollywood Community Plan. The Regional Center Commercial land use designation is intended to accommodate the development of high-rise office buildings, large hotels, regional shopping complexes, entertainment centers, and both high-rise and low-rise apartment buildings. Thus, the Project's proposed residential and commercial uses are consistent with the Project Site's land use designation. The Project Site is located in a highly urbanized area in Hollywood and is within a HQTAs as defined by SCAG. As previously described, the Project Site is located less than 0.5 mile of Metro's B Line Hollywood/Vine Station. Metro's B Line subway, which 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. Sunset Boulevard is also considered a high quality transit corridor since it has fixed route bus service provided by Metro Local Line 2 and Metro Limited Line 302. The Project Site is also in an area identified as a Transit Priority Area by the City. The Project would develop new residential and commercial uses in close proximity to a variety of public transit options. The location of the Project also provides convenient access to a variety of services, retail opportunities, entertainment, and employment opportunities. The Project would promote walkability by improving the pedestrian streetscape and would encourage alternative modes of transportation through the provision of bicycle parking spaces.

### **3.9 2016 RTP/SCS Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning and coordination with other security agencies.**

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

### **3.10 2016 RTP/SCS Guiding Policy 1: Transportation investments shall be based on SCAG's adopted regional Performance Indicators.**

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

### **3.11 2016 RTP/SCS Guiding Policy 2: Ensuring safety, adequate maintenance and efficiency of operations on**

**the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.**

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

### **3.12 2016 RTP/SCS Guiding Policy 3: RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.**

**Not Applicable.** This policy about respecting local input is directed toward SCAG and does not apply to individual development projects. However, mixed-use projects with affordable units near regional transit such as the Project would support smart growth initiatives.

### **3.13 2016 RTP/SCS Guiding Policy 4: Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.**

**Not Applicable.** This policy is directed toward SCAG and does not apply to individual development projects. Nevertheless, the Project would promote active transportation by constructing a pedestrian-oriented building next to transit with active ground-floor commercial uses and ample bicycle parking. Residents and employees of the Project would have access to a variety of transit options, including the Metro B Line via the Hollywood/Vine Station and several bus lines operated by Metro and LADOT.

### **3.14 2016 RTP/SCS Guiding Policy 5: HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.**

**Not Applicable.** This policy is directed toward SCAG and does not apply to individual development projects. However, it is noted that the Project is within close public transit facilities, including the Metro B Line via Hollywood/Vine Station and several bus lines operated by Metro and LADOT. The Project would concentrate density near regional serving transit and would support transit ridership usage as more frequent public transit would be easily accessible to residents.

### **3.15 2016 RTP/SCS Guiding Policy 6: The RTP/SCS will support investments and strategies to reduce non-**

## **recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.**

**Not Applicable.** This policy about advanced 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 reducing the demand for single occupancy vehicle use.

### **3.16 2016 RTP/SCS Guiding Policy 7: The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.**

**Not Applicable.** This policy is directed toward SCAG and the RTP/SCS and does not apply to individual development projects.

### **3.17 2016 RTP/SCS Guiding Policy 8: Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.**

**Not Applicable.** This policy is directed toward SCAG and specifically the Plan and does not apply to individual development projects.

### **3.18 2016 RTP/SCS Land Use Policy 1: Identify regional strategic areas for infill and investment.**

**Not Applicable.** This policy is directed toward SCAG and does not apply to individual development projects. Nevertheless, the Project Site is an infill site located within the 'Urban' Land Category as designated by SCAG (SCAG, 2016–2040 RTP/SCS Appendix: SCS Background Documentation, Exhibit 5 and 6).

### **3.19 2016 RTP/SCS Land Use Policy 2: Structure the plan on a three-tiered system of centers development.**

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

### **3.20 2016 RTP/SCS Land Use Policy 3: Develop “Complete Communities.”**

**Not Applicable.** This broad policy is directed toward SCAG and does not apply to individual development projects. The development of complete communities can provide households with a range of mobility options to complete short trips. The Project is a mixed-use development 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) as well as 16,000 square feet of ground-floor commercial space. The mixed-use nature of the Project, as well as the inclusion of affordable units would advance the goal of a complete community. Housing affordability is a significant issue particularly within urban areas and contributes to suburban sprawl, longer job commutes and higher greenhouse gas emissions. The inclusion of affordable units would prevent displacement of people from existing communities to relocate to more affordable places, thereby reducing their work trips and providing a range of public transit options. In addition, the inclusion of commercial space within the Project Site would provide neighborhood serving commercial uses to onsite residents and would be in close proximity to public transit, thereby reducing vehicle trips.

### **3.21 2016 RTP/SCS Land Use Policy 4: Develop nodes on a corridor.**

**Not Applicable.** This broad policy is directed toward SCAG and does not apply to individual development projects. Nevertheless, the Project would focus development in the Hollywood Regional Center Commercial area, in close proximity to transit facilities, including the Metro B Line Hollywood/Vine Station and numerous bus lines, and along a mixed-use boulevard that already functions as a center for the surrounding neighborhood, community, and region.

### **3.22 2016 RTP/SCS Land Use Policy 5: Plan for additional housing and jobs near transit.**

**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. The proposed development would locate housing and create jobs near transit. The Project Site is serviced by several bus lines



operated by Metro and LADOT. In addition, the Metro B Line Hollywood/Vine station is located approximately 0.3 mile north of the Project Site.

### **3.23 2016 RTP/SCS Land Use Policy 6: Plan for changing demand in types of housing.**

**Consistent.** The Project would construct 198 residential units of various sizes. The Project would also set aside 11 percent of the 184 base density units for Very Low Income households. The Project will help meet the City's demand for small unit housing and add high quality residential space to an infill area near transit options.

### **3.24 2016 RTP/SCS Land Use Policy 7: Continue to protect stable, existing single-family areas.**

**Not Applicable.** The Project is located in an area designated as Regional Center Commercial in the Hollywood Community Plan. The Regional Center Commercial land use designation is intended to accommodate the development of high-rise office buildings, large hotels, regional shopping complexes, entertainment centers, and both high-rise and low-rise apartment buildings. There are no single-family areas adjacent to the Project Site. The Project does not present any impact upon single family housing areas.

### **3.25 2016 RTP/SCS Land Use Policy 8: Ensure adequate access to open space and preservation of habitat.**

**Not Applicable.** The Project Site, which is located in an urbanized and fully improved area, is fully developed and contains no landscaping or habitat.

### **3.26 2016 RTP/SCS Land Use Policy 9: Incorporate local input and feedback on future growth.**

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

## 4.0 Project Consistency with SCAG 2016–2040 RTP/SCS Mitigation Measures

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As described above, SCAG’s 2016–2040 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 proposed 2016–2040 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, to ensure a project’s consistency with the RTP/SCS.

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 listed in Section 5.0, below, which ensure consistency with the RTP/SCS and would be imposed as Conditions of Approval. 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.

### 4.1 Aesthetics (AES)

**Impact AES-1:** Potential to have a substantial adverse effect on a scenic vista.

**Mitigation Measure MM-AES-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic

vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
- Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
- Use alternating facades to “break up” large facades and provide visual interest.
- Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.
- Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
- Retain or replace trees bordering highways, so that clear-cutting is not evident.
- 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.
- Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.

**Project Consistency.** No mitigation applies. As described above in Section 1.0, Project Description, 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 mitigation measures are applicable.

**Impact AES-2:** Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

**Mitigation Measure:** No mitigation.

**Project Consistency.** 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 applicable.

**Impact AES-3:** Potential to substantially degrade the existing visual character or quality of the site and its surroundings.

**Mitigation Measure MM-AES-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable SCAG Lead Agency Ongoing over the life of the Plan Ongoing over the life of the Plan 2016 RTP/SCS Mitigation Monitoring and Reporting Program 12 TABLE 9-2 MITIGATION MEASURES Impact

Mitigation Measures Implementing Agency Implementing Date measures identified by the Lead Agency:

- Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
- Design projects consistent with design guidelines of applicable general plans.

- Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.
- 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.

**Project Consistency.** 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 applicable.

**Impact 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.

**Mitigation Measure MM-AES-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
- Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.
- Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting

- Use unidirectional lighting to avoid light trespass onto adjacent properties.
- Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light- sensitive uses.
- Provide structural and/or vegetative screening from light-sensitive uses.
- Shield and direct all new street and pedestrian lighting away from light- sensitive off-site uses.
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
- Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties

**Project Consistency.** 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 applicable.

## 4.2 Agricultural and Forestry Resources (AF)

**Impact AF-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.

**Mitigation Measure MM-AF-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures

identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- Maintain and expand agricultural land protections such as urban growth boundaries.

Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see [www.wildlife.ca.gov/Conservation/Planning/Banking](http://www.wildlife.ca.gov/Conservation/Planning/Banking)).

“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.

A privately owned conservation or mitigation bank is a free-market enterprise that:

- Offers landowners economic incentives to protect natural resources;
- Saves permittees time and money by providing them with the certainty of pre- approved compensation lands;
- Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;
- Provides for long-term protection and management of habitat.
- A publicly owned conservation or mitigation bank:
- Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.”

In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.

- Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.
- Include underpasses and overpasses at reasonable intervals to maintain property access.
- Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.
- Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.
- Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.

**Project Consistency.** 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 AF-2:** Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.

**Mitigation Measure MM-AF-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the



applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site- specific considerations as applicable and feasible:

- Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.
- Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

**Project Consistency.** 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.<sup>6</sup> The Project Site and surrounding area are also not enrolled under the California Land Conservation Act often referred to as the Williamson Act Contract.<sup>7</sup> 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.

**Impact AF-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 zoned Timberland Production (as defined by Government Code section 51104(g)).

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<sup>6</sup> City of Los Angeles, Zone Information and Map Access System (ZIMAS), <http://zimas.lacity.org/>, accessed March 12, 2020.

<sup>7</sup> California Department of Conservation, Division of Land Resource Protection, Los Angeles County Williamson Act FY 2015/2016, map published 2016.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic.

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact AF-4:** Potential to result in the loss of forest land or conversion of forest land to non-forest use.

**Mitigation Measure:** See **Mitigation Measure MM-AF-1(b)**, above, and **Mitigation Measure MM-GHG-3(b)**, below.

**Project Consistency.** 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.

**Impact AF-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.

**Mitigation Measure:** See **Mitigation Measure MM-AF-1(b)**, above, and **Mitigation Measure MM-GHG-3(b)**, below.

**Project Consistency.** 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.

## 4.3 Air Quality (AIR)

**Impact AIR-1:** Potential to conflict with or obstruct implementation of the applicable air quality plan.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact AIR-2:** Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

**Mitigation Measure MM-AIR-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.

CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling dirt.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17- Watering, and 18-Dust Palliative shall be incorporated into project specifications.
- Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off- road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.
- Ensure that all construction equipment is properly tuned and maintained.
- 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.

- Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
- Implement EPA's National Clean Diesel Program.
- Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline- powered equipment if electric infeasible.
- On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.
- If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.
- Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines.
- Convert part of the construction truck fleet to natural gas.
- Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts.
- Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas.

- Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner off road heavy-duty diesel engines and comply with State off-road regulation.
- Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on- road regulation.
- Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary
- Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3-minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.
- Prohibit diesel idling within 1,000 feet of sensitive receptors.
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- The engine size of construction equipment shall be the minimum practical size.
- Catalytic converters shall be installed on gasoline-powered equipment.
- Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.
- Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.
- Use new or rebuilt equipment.
- Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be check by an ASE- certified mechanic and determined to be running in proper condition before it is operated.
- Use low rolling resistance tires on long haul class 8 tractor-trailers.

- Suspend all construction activities that generate air pollutant emissions during air alerts.
- Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.

**Project Consistency.** 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 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, 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 **Mitigation Measure MM-AIR-2(b)**.

**Impact AIR-3:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic.

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact AIR-4:** Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.

**Mitigation Measure MM-AIR-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located.

Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB 2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements:

- Set technology forcing new engine standards.
- Reduce emissions from the in-use fleet.
- Require clean fuels, and reduce petroleum dependency.
- Work with US EPA to reduce emissions from federal and state sources.
- Pursue long-term advanced technology measures.

Proposed new transportation-related SIP measures include:

On-Road Sources

- Improvements and Enhancements to California’s Smog Check Program

- Expanded Passenger Vehicle Retirement
- Modifications to Reformulated Gasoline Program
- Cleaner In-Use Heavy-Duty Trucks
- Ship Auxiliary Engine Cold Ironing and Other Clean Technology
- Cleaner Ship Main Engines and Fuel
- Port Truck Modernization
- Accelerated Introduction of Cleaner Line-Haul Locomotives
- Clean Up Existing Commercial Harbor Craft
- Limited idling of diesel-powered trucks
- Consolidated truck trips and improve traffic flow
- Late model engines, Low emission diesel products, engine retrofit technology
- Alternative fuels for on-road vehicles

#### Off-Road Sources

- Cleaner Construction and Other Equipment
- Cleaner In-Use Off-Road Equipment
- Agricultural Equipment Fleet Modernization
- New Emission Standards for Recreational Boats
- Off-Road Recreational Vehicle Expanded Emission Standards

**Project Consistency.** No mitigation applies. The Project does not involve a SCAG 2016 RTP/SCS transportation project. The identified measure largely reflects a regulatory program that applies to vehicle manufactures and fuel suppliers and not directly to land use development.

**Impact AIR-5:** Expose a substantial number of people to objectionable odors.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

## 4.4 Biological Resources (BIO)

**Impact BIO-1:** Potential to have a substantial adverse effect, either directly or through habitat modifications, 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 Wildlife or U.S. Fish and Wildlife Service.

**Mitigation Measure MM-BIO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, provide conservation
- measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Use of mitigation bank credits
  - Funding of research and recovery efforts
  - Habitat restoration
  - Conservation easements
  - Permanent dedication of habitat
  - Other comparable measures

- Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
- Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.
- Appoint an Environmental Inspector to monitor implementation of mitigation measures.
- 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.
- Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.
- Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.

**Project Consistency.** 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 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](http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public), accessed June 2020). 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 BIO-2:** Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and

regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

**Mitigation Measure:** See **Mitigation Measure MM-BIO-1(b)**, above.

**Mitigation Measure MM-BIO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.
- Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.
- Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.
- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian

habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.

- Consult with the CDFW for state- designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur- bearing mammals, are actively using the areas in conjunction with breeding activities.
- Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the Manual of California Vegetation, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.
- Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.
- 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.
- Install fencing and/or mark sensitive habitat to be avoided during construction activities.
- Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.
- Revegetate with appropriate native vegetation following the completion of construction activities.
- Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).
- Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

**Project Consistency.** 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. 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](http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public), accessed June 2020). 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.<sup>8</sup> 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 are required.

**Impact BIO-3:** Potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

**Mitigation Measure:** See **Mitigation Measure MM-BIO-1(b)** and **Mitigation Measure MM-BIO-2(b)**, above.

**Mitigation Measure MM-BIO-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.
- Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters

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<sup>8</sup> U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, [www.fws.gov/wetlands/Data/Mapper.html](http://www.fws.gov/wetlands/Data/Mapper.html), accessed June 2020.

in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB).

- Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:
  - Permittee-responsible mitigation
  - Contribution of in-lieu fees
  - Use of mitigation bank credits
- Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.

**Project Consistency.** 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. 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.<sup>9</sup> 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

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<sup>9</sup> U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, [www.fws.gov/wetlands/Data/Mapper.html](http://www.fws.gov/wetlands/Data/Mapper.html), accessed June 2020.

wetlands. No impacts to protected wetlands would occur, and no mitigation measures are applicable.

**Impact BIO-4:** Potential to interfere substantially with the movement of any 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.

**Mitigation Measure:** See **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, and **Mitigation Measure MM-BIO- 3(b)**, above.

**Mitigation Measure MM-BIO-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and policies of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.

- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off- site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDDB by a qualified biologist to determine the risk of habitat fragmentation.
- Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.
- Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.



- Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- 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
- 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.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.
- Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the

hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

**Project Consistency.** 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 BIO-5:** Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

**Mitigation Measure:** See **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, **Mitigation Measure MM-BIO-3(b)**, and **Mitigation Measure MM-BIO-4(b)**, above.

**Mitigation Measure MM-BIO-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.
- 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.

- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.
- 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.
- 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.
- 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.
- If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.
- 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.
- 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 at a minimum ratio of 2:1
- Re-landscaping areas with native vegetation post-construction

**Project Consistency.** 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.

**Impact BIO-6:** Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

**Mitigation Measure:** See **Mitigation Measure MM-BIO-1(b), Mitigation Measure MM-BIO-2(b), Mitigation Measure MM-BIO-3(b), Mitigation Measure MM-BIO-4(b), and Mitigation Measure MM-BIO-5(b),** above.

**Mitigation Measure MM-BIO-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.
- Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **Mitigation Measure MM-BIO-1(b)**, where applicable.

**Project Consistency.** 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 Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.<sup>10</sup> 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.

## 4.5 Cultural Resources (CUL)

**Impact CUL-1:** Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.

**Mitigation Measure MM-CUL-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency

<sup>10</sup> California Department of Fish and Wildlife, California Regional Conservation Plans, October 2017.

has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.
- Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.
- Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:
  - All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
  - Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.
  - Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
  - Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.

- Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.
- Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.

**Project Consistency.** 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 **Mitigation Measure MM-CUL-1(b)**:

**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 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.

**Impact CUL-2:** Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5.

**Mitigation Measure MM-CUL-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of

the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.
- Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.
- Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
  - 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.
- Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.
- Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.



- Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.
- Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
- If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.
- Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

## **Project Consistency.**

### Historical Resources

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.

### Tribal Cultural Resources

With regard to tribal cultural 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 tribal cultural resources (TCRs), the Project would include the following Project Commitment, in furtherance of **Mitigation Measure MM-CUL-2(b)**:

**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.

**Impact CUL-3:** Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.

**Mitigation Measure:** See **Mitigation Measure MM-CUL-2(b)**, above.

**Project Consistency.** 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 **Mitigation Measure MM-CUL-1(b)**:

**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 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.

**Impact CUL-4:** Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.

**Mitigation Measure MM-CUL-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible.

Such measures may include the following, or other comparable measures identified by the Lead Agency:

- In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- If any discovered remains are of Native American origin:
  - Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
  - If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
    - The Native American Heritage Commission is unable to identify

- a descendent;
- The descendant identified fails to make a recommendation; or
- The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

**Project Consistency.** 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 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.

## 4.6 Energy (EN)

**Impact EN-1:** Potential to increase petroleum and nonrenewable fuel consumption in the regional transportation system.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

**Impact EN-2:** Potential to increase residential energy consumption use.

**Mitigation Measure MM-EN-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures

to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:
- Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
- Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.
- Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.
- Incorporate passive environmental control systems that account for the characteristics of the natural environment.
- Use high-efficiency lighting and cooking devices.
- Incorporate passive solar design.
- Use high-reflectivity building materials and multiple glazing.
- Prohibit gas-powered landscape maintenance equipment.
- Install electric vehicle charging stations.
- Reduce wood burning stoves or fireplaces.
- Provide bike lanes accessibility and parking at residential developments.

**Project Consistency.** The Project will use 16.7 percent less energy than the Title 24 energy efficiency standards, City of LA Green Building Code, and CalGreen requirements (Attachment H: Zinner Consultants, CEQA Exemption (8) Energy and Water Efficiency Compliance Memo, p. 4).

**Impact EN-3:** Potential to increase building energy consumption in anticipated development.

**Mitigation Measure:** See **Mitigation Measure MM-EN-2(b)**, above.

**Project Consistency.** The Project will use 16.7 percent less energy than the Title 24 energy efficiency standards, City of LA Green Building Code, and CalGreen requirements (Attachment H: Zinner Consultants, CEQA Exemption (8) Energy and Water Efficiency Compliance Memo, p. 4).

**Impact EN-4:** Potential to increase water consumption and energy use related to water in anticipated development.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** The Project does not have the potential to increase water consumption and energy use. The Project would include water-saving features. The average residential household water use in California in 2018 was 317.1 gallons per person per day. 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). No RTP/SCS mitigation applies.

## 4.7 Geology and Soils (GEO)

**Impact GEO-1:** Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides.

**Mitigation Measure MM-GEO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit

for human occupancy over the fault, place a setback of 50 feet from the fault.

- Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC.
- Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.
- Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.

**Project Consistency.** The Project substantially complies with this measure. Specifically, proposed development will be constructed pursuant to applicable building codes and regulations that address earthquake faults, seismicity and landslides, including the Los Angeles Building Code (LABC), which incorporates current seismic design provisions of the California Building Code with City amendments (Attachment G: Geotechnologies, Geology Report, p. 10). Additionally, according to the Earthquake Fault Zone Map, the Project Site is not within the Alquist-Priolo Earthquake Fault Zone. The Project Site is also not located within the Hollywood-Raymond Preliminary Fault Study Zone (City of Los Angeles Department of City Planning, ZIMAS Parcel Profile Reports for APN 5546-023-051 Lots 10, 11, 12, 13, 18, 19, 20, and 21).

**Impact GEO-2:** Potential to result in substantial soil erosion or the loss of topsoil.

**Mitigation Measure MM-GEO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- 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.
- Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:
  - File a Notice of Intent (NOI) with the SWRCB.
  - 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.

- Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.
- After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.
- Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

**Project Consistency.** 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).

**Impact GEO-3:** Potential to 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, liquefaction, or collapse.

**Mitigation Measure:** See **Mitigation Measure MM-GEO-1(b)**, above.

**Project Consistency.** The Project substantially complies with this measure. Specifically, proposed development will be constructed pursuant to applicable building codes and regulations that address the stability of geological units, including the LABC, which

incorporates current seismic design provisions of the California Building Code with City amendments.

**Impact GEO-4:** Potential to 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.

**Mitigation Measure:** See **Mitigation Measure MM-GEO-1(b)**, above.

**Project Consistency.** The Project substantially complies with this measure. Specifically, proposed development will be constructed pursuant to applicable building codes and regulations that address soil stability, including the LABC, which incorporates current seismic design provisions of the California Building Code with City amendments.

**Impact GEO-5:** Potential to 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.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

## 4.8 Greenhouse Gas Emissions and Climate Change (GHG)

**Impact GHG-1:** Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic.

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact GHG-2:** Potential to conflict with SB 375 GHG Emission Reduction Targets.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact GHG-3:** Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

## **GHG Cumulative Impacts**

**Mitigation Measure MM-GHG-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:

- Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.
- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- Off-site measures to mitigate a project's emissions.
- 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:
  - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
  - Use alternative (non-petroleum based) fuels;

- Deployment of zero- and/or near zero emission technologies as defined by CARB;
  - Use lighting systems that are energy efficient, such as LED technology;
  - Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
  - Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;
  - Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;
  - Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
  - Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;
  - Use lighter-colored pavement where feasible;
  - Recycle construction debris to maximum extent feasible;
  - Protect and plant shade trees in or near construction projects where feasible; and
  - Solicit bids that include concepts listed above.
- Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.
  - Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.
  - 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.
  - Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
  - Designate a percentage of parking spaces for ride-sharing vehicles or high- occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.

- Land use siting and design measures that reduce GHG emissions, including:
  - Developing on infill and brownfields sites;
  - Building high density and mixed use developments near transit;
  - Retaining on-site mature trees and vegetation, and planting new canopy trees;
  - 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
  - Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

**Project Consistency.** The Project's generation of GHG emissions would not be considered cumulatively considerable as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. 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 *CEQA Exemption Energy and Water Efficiency Compliance Memo* 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'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.

## 4.9 Hazards and Hazardous Materials (HAZ)

**Impact HAZ-1:** Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

**Mitigation Measure MM-HAZ-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.
- Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.
- Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.
- Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
  - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
  - The location of such hazardous materials.
  - An emergency response plan including employee training information.
  - A plan that describes the manner in which these materials are handled, transported and disposed.

- Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.
- Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
- Avoid overtopping construction equipment fuel gas tanks.
- During routine maintenance of construction equipment, properly contain and remove grease and oils.
- Properly dispose of discarded containers of fuels and other chemicals.

**Project Consistency.** 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 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 HAZ-2:** Potential to 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.

**Mitigation Measure:** See **Mitigation Measure MM-HAZ-1(b)**, above.

**Project Consistency.** 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 HAZ-3:** Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school.

**Mitigation Measure:** See **Mitigation Measure MM-HAZ-1(b)**, above

**Project Consistency.** 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 HAZ-4:** Potential to 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.

**Mitigation Measure MM-HAZ-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines; SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean- up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- 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.



- 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.
- 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.
- Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.
- 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.
- 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.
- Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.
- Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented

consistent with the guidance of the appropriate regulatory oversight authority.

- Use best management practices (BMPs) regarding potential soil and groundwater hazards.
- 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.
- 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.
- 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.
- 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.
- If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.
- Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.

- Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.
- Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

**Project Consistency.** 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, the PEA concluded that there are no recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions on the Project Site. Therefore, significant impacts would not occur, and no mitigation measures are applicable.

**Impact HAZ-5:** Potential 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 for people residing or working in the project area.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact HAZ-6:** Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.

**Mitigation Measure:** There are no RTP/SCS project-level mitigation measures that address this topic

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact HAZ-7:** Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Mitigation Measure:** See **Mitigation Measure MM-TRA-5(b)**, above.

**Project Consistency.** 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.

**Impact HAZ-8:** Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

**Mitigation Measure MM-HAZ-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible.

Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other

fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.

- Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.
- Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.
- Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.
- Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.
- Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.
- Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.
- Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

**Project Consistency.** 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.

## 4.10 Hydrology and Water Quality (HYD)

**Impact HYD-1:** Potential to violate any water quality standards or waste discharge requirements.

**Mitigation Measure MM-HYD-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible.

Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.
- Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
- Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
- Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:
  - U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of

dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act

- Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.
- California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.
- Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- 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.
- Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.
- 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.
- 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.
- Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects

should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.

- Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.
- 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.
- 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.
- If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.

**Project Consistency.** 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 HYD-2:** Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).

**Mitigation Measure MM-HYD-2(b):** Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation



measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat.
- Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible.
- Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.
- Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.

**Project Consistency.** 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 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.

**Impact HYD-3:** Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site.

**Mitigation Measure:** See **Mitigation Measure MM-HYD-1(b)**, above.

**Project Consistency.** 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. As such, there would be a limited 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.

**Impact HYD-4:** Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site.

**Mitigation Measure:** See **Mitigation Measure MM-HYD-1(b)**, above.

**Project Consistency.** As described above under HYD-1 and HYD-3, 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.

**Impact HYD-5:** Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.

**Mitigation Measure:** See **Mitigation Measure MM-HYD-1(b)**, above.

**Project Consistency.** As described above under HYD-1 and HYD-3, 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.

**Impact HYD-6:** Potential to otherwise substantially degrade water quality.

**Mitigation Measure:** See **Mitigation Measure MM-HYD-1(b)**, above.

**Project Consistency.** As described above under HYD-1, the Project already substantially conforms to this mitigation measure through compliance with existing regulatory requirements. Thus, water quality impacts associated with construction and operation of the Project would be less than significant. No mitigation measures are required.

**Impact HYD-7:** Potential to place housing within a 100- year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.

**Mitigation Measure:** There are no project-level RTP/SCS mitigation measures that address this environmental topic.

**Project Consistency.** The Project Site is not located within a designated 100-year flood plain area as mapped by the Federal Emergency Management Agency (FEMA) or by the City. No RTP/SCS mitigation applies.

**Impact HYD-8:** Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.

**Mitigation Measure MM-HYD-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.
- 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.

**Project Consistency.** No mitigation applies. The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.<sup>11,12,13</sup> Rather, the Project Site is located within an area designated as FEMA Zone X, which denotes an area where potential for flooding is minimal. Therefore, significant impacts would not occur, and no mitigation measures are required.

**Impact HYD-9:** Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

**Mitigation Measure:** See **Mitigation Measure MM-HYD-8(b)**, above.

**Project Consistency.** No Mitigation applies. As discussed above in HYD-8, the Project Site is located within an area designated as FEMA Zone X, which denotes an area where potential for flooding is minimal. In addition, the Mulholland Dam, which is located 2.3 miles north of the Project Site, is regularly inspected and meets current safety regulations. The Department of Water and Power also has emergency response plans to address potential impacts to its dams. Given the distance of the Mulholland Dam to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, and the Department of Water and Power's emergency response program, the potential for substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be

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<sup>11</sup> Federal Emergency Management Agency, Flood Map Service Center, Map Number 06037C1605F, effective on September 26, 2008.

<sup>12</sup> City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit F, 100-Year & 500-Year Flood Plains, November 1996.

<sup>13</sup> City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Reports for APN 5546-023-051 Lots 10, 11, 12, 13, 18, 19, 20, and 21.

less than significant. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam and SCAG **Mitigation Measure MM-HYD-8(b)** would not apply.

**Impact HYD-10:** Potential for inundation by seiche, tsunami, or mudflow.

**Mitigation Measure:** See **Mitigation Measure MM-HYD-8(b)**, above.

**Project Consistency.** No Mitigation Applies. The Project already substantially conforms to this mitigation measure. 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 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- 8(b)** would not apply.

## 4.11 Land Use and Planning (LU)

**Impact LU-1:** Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

**Mitigation Measure MM-LU-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:

- Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.

**Project Consistency.** No mitigation applies. As discussed above in Sections 1.0 and 3.0, the Project is consistent with the general land use designation, density, and building intensity in SCAG's 2016–2040 RTP/SCS as well 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 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 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 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 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 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.

**Impact LU-2:** Potential to physically divide an established community.

**Mitigation Measure MM-LU-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consider alignments within or adjacent to existing public rights-of-way.
- Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
- Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.
- Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:
  - Alignment shifts to minimize the area affected.
  - 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.
- Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of

the project, community amenities and facilities in the design of the project.

- Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.

**Project Consistency.** 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 LU-3:** Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.

**Mitigation Measure:** See **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, **Mitigation Measure MM-BIO-3(b)**, **Mitigation Measure MM-BIO-4(b)**, **Mitigation Measure MM-BIO-5(b)**, and **Mitigation Measure MM-BIO-6(b)**, above.

**Project Consistency.** No mitigation applies. As described above under BIO-6, the Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Furthermore, the Project Site is not within or adjacent to an existing Significant Ecological Area. Thus, SCAG **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, **Mitigation Measure MM-BIO-3(b)**, **Mitigation Measure MM-BIO-4(b)**, **Mitigation Measure MM-BIO-5(b)**, and **Mitigation Measure MM-BIO-6(b)** would not apply.

## 4.12 Mineral Resources (MIN)

**Impact 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.

**Mitigation Measure MM-MIN-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or

other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:

- Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.
- Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:
  - Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.
  - Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.
  - Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.
  - Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.

**Project Consistency.** 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 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.

**Mitigation Measure:** See **Mitigation Measure MM-MIN-1(b)**, above.

**Project Consistency.** 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.

## 4.13 Noise (NOISE)

**Impact NOISE-1:** Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

**Mitigation Measure MM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Install temporary noise barriers during construction.

- Include permanent noise barriers and sound-attenuating features as part of the project design.
- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.
- Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.
- Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.
- Designate an on-site construction complaint and enforcement manager for the project.
- Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather

than impact equipment, whenever such procedures are available and consistent with construction procedures.

- Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.
- Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.
- Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.
- Use noise barriers to protect sensitive receptors from excessive noise levels during construction.
- Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.
- Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.

**Project Consistency.** 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 on Leland Way, De Longpre Avenue, and 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.
- 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 Mitigation Measure MM-NOISE-1(b)**.

**Impact NOISE-2:** Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

**Mitigation Measure:** See **Mitigation Measure MM-NOISE-1(b)**, above.

**Mitigation Measure MM-NOISE-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of

vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- 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.
- 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.
- 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.
- For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.

**Project Consistency.** The Project does not include driven piles. In addition, in furtherance of this mitigation measure, the Project will implement the following:

**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 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 **Mitigation Measure MM-NOISE-2(b)**.

**Impact NOISE-3:** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

**Mitigation Measure:** See **Mitigation Measure MM-NOISE-1(b)**, above.

**Project Consistency.** As discussed above, operation of the Project would comply with the City's Noise Ordinance. The Noise Ordinance addresses motor driven vehicles, hours for loading and unloading, noise that creates any impulsive sound, and noise violations of 5 dBA over existing or presumed ambient noise levels.

It is noted that a 3-dBA change in noise level is considered to be a barely perceivable difference. To generate a 3 dBA increase in noise levels along a roadway segment, traffic volumes along that segment generally need to double. While the Project would remove the existing commercial uses and introduce new residential and commercial uses, the net new trips generated by the Project would be distributed throughout the existing roadway system and would not be concentrated along one particular roadway segment. Additionally, the proposed courtyard would be located in the center of the Project Site and would be

surrounded by the proposed building, which would serve to attenuate noise to adjacent uses. Similarly, the proposed pool deck would be located along the southwestern extent of the Project Site, near Vine Street and De Longpre Avenue, where there is already a high level of activity and roadway noise. Therefore, the Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.

Thus, based on the site plan and location of project open areas and compliance with the City's Noise Ordinance, operation of the Project would substantially conform to this SCAG mitigation measure.

**Impact NOISE-4:** Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

**Mitigation Measure:** See **Mitigation Measure MM-NOISE-1(b)**, above.

**Project Consistency.** The Project already substantially conforms to this mitigation measure, as described under NOISE-1 through NOISE-3.

**Impact NOISE-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, result in the exposure of people residing or working in the project area to excessive noise levels.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

**Impact NOISE-6:** For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

## 4.14 Population, Housing, and Employment (PHE)

**Impact PHE-1:** Potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

**Mitigation Measure:** See **Mitigation Measure MM-LU-1(b)**, above.

**Project Consistency.** No mitigation applies. The Project is consistent with the land use plans and policies and population and housing projections for the City and LA Subregion. Therefore, no significant impacts would occur, and no mitigation measures are required.

**Impact PHE-2:** Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.

**Mitigation Measure MM-PHE-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- 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.
- Prioritize the use existing ROWs, wherever feasible.
- Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

**Project Consistency.** 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 mitigation measures are required.

**Impact PHE-3:** Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

**Mitigation Measure:** See **Mitigation Measure MM-PHE-2(b)**, above.

**Project Consistency.** No mitigation applies. The Project Site is currently developed with commercial buildings and a surface parking lot. 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 mitigation measures are required.

## 4.15 Public Services (PS)

**Impact PS-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 fire protection and emergency response services.

**Mitigation Measure MM-PS-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site- specific considerations as applicable and feasible:

- Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.
- During project-level review of government facilities projects, require implementation of **Mitigation Measure MM-AES-1(b), Mitigation Measure MM-AES-3(b), Mitigation Measure MM-AES-4(b), Mitigation Measure MM-AF-1(b), Mitigation Measure MM-AF-2(b), Mitigation Measure MM-BIO-1(b), Mitigation Measure MM-BIO-2(b), Mitigation Measure MM-BIO-3(b), Mitigation Measure MM-CUL-1(b), Mitigation Measure MM-CUL-2(b), Mitigation Measure MM-CUL-3(b), Mitigation Measure MM-CUL-4(b), Mitigation Measure MM-GEO-1(b), Mitigation Measure MM-GEO-1(b), Mitigation Measure MM-HYD-1(b), Mitigation Measure MM-USS-3(b), Mitigation Measure MM-USS-4(b), and Mitigation Measure MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion

of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

**Project Consistency.** 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, 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.

**Impact PS-2:** 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.

**Mitigation Measure MM-PS-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site- specific considerations as applicable and feasible, including:

- Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public

protective security services and that any required additional construction of buildings is incorporated into the project description.

- Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.
- During project-level review of government facilities projects, require implementation of **Mitigation Measure MM-AES-1(b)**, **Mitigation Measure MM-AES-3(b)**, **Mitigation Measure MM-AES-4(b)**, **Mitigation Measure MM-AF-1(b)**, **Mitigation Measure MM-AF-2(b)**, **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, **Mitigation Measure MM-BIO-3(b)**, **Mitigation Measure MM-CUL-1(b)**, **Mitigation Measure MM-CUL-2(b)**, **Mitigation Measure MM-CUL-3(b)**, **Mitigation Measure MM-CUL-4(b)**, **Mitigation Measure MM-GEO-1(b)**, **Mitigation Measure MM-HYD-1(b)**, **Mitigation Measure MM-USS-3(b)**, **Mitigation Measure MM-USS-4(b)**, and **Mitigation Measure MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

**Project Consistency.** 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 PS-3:** 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 schools services.

**Mitigation Measure MM-PS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:

- Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.
- During project-level review of government facilities projects, require implementation of **Mitigation Measure MM-AES-1(b)**, **Mitigation Measure MM-AES-3(b)**, **Mitigation Measure MM-AES-4(b)**, **Mitigation Measure MM-AF-1(b)**, **Mitigation Measure MM-AF-2(b)**, **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, **Mitigation Measure MM-BIO-3(b)**, **Mitigation Measure MM-CUL-1(b)**, **Mitigation Measure MM-CUL-2(b)**, **Mitigation Measure MM-CUL-3(b)**, **Mitigation Measure MM-CUL-4(b)**, **Mitigation Measure MM-GEO-1(b)**, **Mitigation Measure MM-GEO-1(b)**, **Mitigation Measure MM-HYD-1(b)**, **Mitigation Measure MM-USS-3(b)**, **Mitigation Measure MM-USS-4(b)**, and **Mitigation Measure MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

**Project Consistency.** 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.

## 4.16 Recreation (REC)

**Impact 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.

**Mitigation Measure MM-REC-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- 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.
- 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:
  - Increasing the accessibility to natural areas for outdoor recreation.
  - Promoting infill development and redevelopment to revitalize existing communities.
  - Utilizing “green” development techniques.
  - Promoting water-efficient land use and development.
  - Encouraging multiple uses.
  - Including trail systems and trail segments in General Plan recreation standards.
- Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing



neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTAs.

- Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of **Mitigation Measure MM-AES-1(b)**, **Mitigation Measure MM-AES-3(b)**, **Mitigation Measure MM-AES-4(b)**, **Mitigation Measure MM-AF-1(b)**, **Mitigation Measure MM-AF-2(b)**, **Mitigation Measure MM-BIO-1(b)**, **Mitigation Measure MM-BIO-2(b)**, **Mitigation Measure MM-BIO-3(b)**, **Mitigation Measure MM-CUL-1(b)**, **Mitigation Measure MM-CUL-2(b)**, **Mitigation Measure MM-CUL-3(b)**, **Mitigation Measure MM-CUL-4(b)**, **Mitigation Measure MM-GEO-1(b)**, **Mitigation Measure MM-GEO-2(b)**, **Mitigation Measure MM-HYD-1(b)**, **Mitigation Measure MM-USS-3(b)**, **Mitigation Measure MM-USS-4(b)**, and **Mitigation Measure MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

**Project Consistency.** 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. 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.

**Impact REC-2:** Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

**Mitigation Measure:** See **Mitigation Measure MM-REC-1(b)**, above.

**Project Consistency.** As discussed in REC-1, the Project 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.

## 4.17 Transportation, Traffic, and Safety (TRA)

**Impact TRA-1:** Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

**Mitigation Measure MM-TRA-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Fund capital improvement projects to accommodate future traffic demand in the area.
- Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:

- Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement.
  - Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document).
  - Signage and striping onsite to encourage bike safety.
  - Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials.
  - Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.
  - Direct transit sales or subsidized transit passes.
  - Guaranteed ride home program.
  - Pre-tax commuter benefits (checks).
  - On-site car-sharing program (such as City Car Share, Zip Car, etc.)
  - On-site carpooling program.
  - Distribution of information concerning alternative transportation options.
  - Parking spaces sold/leased separately.
  - Parking management strategies; including attendant/valet parking and shared parking spaces.
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.
  - Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.
  - Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.
  - Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging

commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.

- Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.
- Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.
- Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.
- Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.
- Purchase, or create incentives for purchasing, low or zero-emission vehicles.
- Create local “light vehicle” networks, such as neighborhood electric vehicle systems.
- Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.
- Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.
- Project Selection:
  - Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
  - Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.
- Public Involvement:
  - Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.

- Transit and Multimodal Impact Fees:
  - Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.
  - Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.
- System Monitoring:
  - Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.
- Arterial Traffic Management:
  - Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.
- Signal Synchronization:
  - Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.
- HOV Lanes:
  - Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.
- Delivery Schedules:
  - Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off- peak hours in high traffic areas.
  - Implement and supporting trip reduction programs.
  - Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.
- Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.
- Bicycle and Pedestrian Trails:

- Establish a network of multi-use trails to facilitate safe and direct off- street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.
- Bicycle Safety Program:
  - Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.
- Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.
- Bicycle Parking:
  - Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).
- Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:
  - Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;
  - Eliminate or reduce minimum parking requirements for new buildings;
  - “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);
  - Use parking pricing to discourage private vehicle use, especially at peak times;
  - Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;
  - Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;
  - Encourage shared parking programs in mixed-use and transit-oriented development areas.
- Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:
  - Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;

- Encourage special event center operators to advertise and offer discounted transit passes with event tickets;
- Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on- site parking;
- Promote the use of bicycles by providing space for the operation of valet bicycle parking service.
- Parking “Cash-out” Program:
  - Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.
- Pedestrian and Bicycle Promotion:
  - Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.
- Fleet Replacement:
  - Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.

**Project Consistency.** 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 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 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 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.

**Impact TRA-2:** Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.



**Mitigation Measure MM-TRA-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible.

Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:

- Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:
  - Advocate for a regional, market- based system to price or charge for auto trips during peak hours.
  - Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.
  - Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.
  - Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.
  - Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.

- Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency:
  - A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
  - Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
  - Location of construction staging areas for materials, equipment, and vehicles at an approved location.
  - A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.
  - Provision for accommodation of pedestrian flow.
  - As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces.
  - Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.
  - Any heavy equipment brought to the construction site shall be transported by truck, where feasible.
  - No materials or equipment shall be stored on the traveled roadway at any time.

- Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.
- All equipment shall be equipped with mufflers.
- Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.
- Promote “least polluting” ways to connect people and goods to their destinations.
- Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:
  - Ensure transportation centers are multi-modal to allow transportation modes to intersect.
  - Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.
  - To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges.
  - Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.
  - Coordinate schedules and routes across service lines with neighboring transit authorities.
  - Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles).
  - Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so.
  - Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.

- Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.
- Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.
- Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:
  - Ensure transit stops and bus lanes are safe, convenient, clean and efficient.
  - Ensure transit stops have clearly marked street-level designation, and are accessible.
  - Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.
  - Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one half mile.
- Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including:
  - Develop a Regional Pass system to reduce the number of different passes and tickets required of system users.
  - Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service).
  - Investigate the feasibility of an on- line trip-planning program.
- Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:
  - Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic.
  - Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.
- Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:

- Designate a certain percentage of parking spaces for ride-sharing vehicles.
- Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.
- Provide a web site or message board for coordinating shared rides.
- Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.
- Hire or designate a rideshare coordinator to develop and implement ridesharing programs.
- Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:
  - Provide assistance to regional and local ridesharing organizations.
  - Advocate for legislation to maintain and expand incentives for employer ridesharing programs.
  - Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.
  - Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.
- Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.
- Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.
- Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.
- Work with existing shuttle service providers to coordinate their services.
- Facilitate employment opportunities that minimize the need for private vehicle trips, including:
  - Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.
  - Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.

- Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.
- Organize events and workshops to promote GHG-reducing activities.
- Implement a Parking Management Program to discourage private vehicle use, including:
  - Encouraging carpools and vanpools with preferential parking and a reduced parking fee.
  - Institute a parking cash-out program.
  - Renegotiate employee contracts, where possible, to eliminate parking subsidies.
  - Install on-street parking meters with fee structures designed to discourage private vehicle use.
  - Establish a parking fee for all single-occupant vehicles.
- Work with school districts to improve pedestrian and bicycle to schools and restore school bus service.
- Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.
- Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.
- Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.
- Synchronize traffic signals to reduce congestion and air quality.
- Work with community groups and business associations to organize and publicize walking tours and bicycle events.
- Support legislative efforts to increase funding for local street repair.

**Project Consistency.** The Transportation Assessment (Attachment A) concluded that traffic impacts would be less than significant. In addition the Project is a density bonus project that locates market rate and affordable housing next to substantial transit opportunities, thereby reducing VMT. The Project would also provide bicycle parking and is within walking distance to community services. In addition, during construction, the Project would implement a construction management plan to address traffic and safety. As such, no impacts would occur, and no mitigation measures are required.

**Impact TRA-3:** Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

**Impact TRA-4:** Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

**Impact TRA-5:** Potential to result in inadequate emergency access.

**Mitigation Measure MM-TRA-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- 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.
- 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.
- Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:
  - Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.
  - Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.
  - Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.



**Project Consistency.** The Transportation Assessment (Attachment A) concluded that impacts related to access would be less than significant. In addition, the Project's impacts to emergency 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.

**Impact TRA-6:** Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

## 4.18 Utilities and Service Systems (USS)

**Impact USS-1:** Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

**Mitigation Measure:** There are no project-level RTP/SCS mitigation measures that address this environmental topic.

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact USS-2:** Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

**Mitigation Measure:** There are no project-level RTP/SCS mitigation measures that address this environmental topic.

**Project Consistency.** No RTP/SCS mitigation applies.

**Impact USS-3:** Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

**Mitigation Measure MM-USS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.

Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.

See **Mitigation Measure MM-HYD-5(b)**.

**Project Consistency.** 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. 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.

**Impact USS-4:** Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.

**Mitigation Measure MM-USS-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter-Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought- tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- Promote the availability of drought- resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
- Implement water conservation best practices such as low-flow toilets, water- efficient clothes washers, water system audits, and leak detection and repair.
- Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible.
- Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.

**Project Consistency.** 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.

**Impact USS-5:** Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's commitments.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

**Impact USS-6:** Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

**Mitigation Measure MM-USS-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:
  - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.

- Inclusion of a waste management plan that promotes maximum C&D diversion.
- Source reduction through (1) use of 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.).
- Reuse of existing structure and shell in renovation projects.
- Design for deconstruction without compromising safety.
- Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.
- Development of indoor recycling program and space.
- 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.
- Locally generated waste should be disposed of regionally, considering distance to disposal site.
- Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.
- Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.
- 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.
- 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.

- Develop alternative waste management strategies such as composting, recycling, and conversion technologies.
- Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- Provide recycling opportunities for residents, the public, and tenant businesses.
- Provide education and publicity about reducing waste and available recycling services.
- Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.
- 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.

**Project Consistency.** The Project would substantially conform to this measure. In 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.

**Impact USS-7:** Potential to comply with federal, state, and local statutes and regulations related to solid waste.

**Mitigation Measure:** No mitigation.

**Project Consistency.** No mitigation applies.

## 5.0 Environmental Conditions: 1400 Vine Project

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### 5.1 Air Quality

**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 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.

### 5.2 Cultural Resources

**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 shall halt 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 infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

**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 and 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.

**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 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.

**Project Commitment CUL-4:** If human remains are inadvertently discovered during construction, such 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 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.

## 5.3 Noise

**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 Leland Way, De Longpre Avenue, and along the eastern property line of the Project 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.
- The construction contractor will locate construction staging areas away from noise- sensitive uses.
- The construction contractor will locate fixed/stationary construction equipment, such as generators, compressors, and cement mixers as far as possible from noise- sensitive uses.
- 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.
- Construction equipment will be equipped 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.

**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 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 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 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.

## 5.4 Traffic

**Project Commitment TRAF-1:** The Project shall implement a Construction Management Plan. The features of the Construction Management Plan shall include, but 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 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 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.