



CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Sustainable Communities Environmental Assessment

Hollywood Central Project

CEQA Case Number: ENV-2022-3868-SCEA

Related Cases: CPC-2022-3935-DB-SPR-WDI-HCA;

CPC-2022-3867-DB-MCUP-SPR-WDI-HCA

Project Location: 1610 to 1638 N. Las Palmas Avenue; 6626 to 6636 W. Hollywood Boulevard; 1623 to 1645 and 1638 to 1644 N. Cherokee Avenue, Los Angeles, CA 90028

Community Plan Area: Hollywood

Council District: 13 - Martinez

Project Description: This SCEA evaluates the proposed Hollywood Central Project (Project) within the Hollywood neighborhood of the City of Los Angeles. The Project would develop two separate sites (Site 1 and Site 2) referred to collectively as the Project Site. Generally, the Project is a mixed use commercial and residential project contained within four existing buildings that will remain (two of the existing buildings will have a rear portion partially demolished) and four newly constructed buildings. Two existing to remain buildings located on Site 1 front on Las Palmas Avenue, and two existing to remain buildings located on Site 2 front Hollywood Boulevard. Site 1 will be developed with three new buildings and Site 2 will be developed with one new building. The Project would be comprised of the reuse or continued use of 24,924 square feet of existing buildings as retail/restaurant uses and 14,290 square feet of existing buildings as office uses, and the construction of 42,404 square feet of new retail/restaurant uses, 30,488 square feet of new office uses, and 633 multi-family residential units.

APPLICANT:

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PREPARED FOR:

City of Los Angeles
Department of City Planning

JANUARY 2024

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1.0 INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC).

Project Title: Hollywood Central Project

Project Location: Site 1: 1610 to 1638 N. Las Palmas Avenue and 1623 to 1645 N. Cherokee Avenue, Los Angeles, CA 90028;
Site 2: 6626 to 6636 W. Hollywood Blvd. and 1638 to 1644 N. Cherokee Avenue, Los Angeles, CA 90028

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Project Applicant: J+J Hollywood, LLC

1.1 Project Description Summary

The subject of this Sustainable Communities Environmental Assessment (SCEA) is the proposed Hollywood Central Project (Project), a mixed-use project including 633 residential units proposed with 67,328 square feet of restaurant/retail space (of which, 24,924 square feet is existing and will remain) and 44,778 square feet of office (of which, 14,290 is existing and will remain) encompassing 8 buildings (4 of which are existing structures and will remain) between two locations (Sites 1 and 2) in the City of Los Angeles (Project Site). The commercial space would primarily be on the ground floor though 7,096 square feet of restaurant space and 20,364 square feet of office space would be on the second level.

The Project would provide open space through incorporation of paseos, courtyards, community rooms, balconies, pool decks and roof decks. The Project includes 66,275 square feet of open space. The Project would include two subterranean parking structures which would provide 444 automobile parking stalls. The Project would provide 60 short-term and 338 long-term bicycle parking spaces. The Project is discussed in further detail in **Section 2.0: Project Description**.

The Project Site is located within the adopted Hollywood Community Plan Area of the City of Los Angeles.

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but are not limited to, the following:

Site 1

1. Density Bonus Project with Ministerial Parking Reduction, Off-Menu Incentives and Waivers of Development Standards, pursuant to LAMC Section 12.22.A.25 and Gov. Code 65915 (as applicable), for a Project that sets aside 10% of its base density, or 40 units, for VLI households;
 - A. Applicant requests the following off-menu incentives pursuant to LAMC 12.22.A.25(d)(1) and Gov. Code 65915(d):
 - i. An incentive to allow commercial uses within the P Parcels.
 - ii. An FAR increase across the entire Property to allow 4.76 to 1 FAR in lieu of the otherwise permitted FAR.
 - B. Applicant requests the following waivers of development standards pursuant to Gov. Code 65915(e):
 - i. 2 waivers of LAMC Section 12.21.C.2 building separation requirements.
 - a. Waiver of Building 2 to Building 1 separation requirement to allow 26 feet and 9 inches in lieu of 42 feet.
 - b. Waiver of Building 2 to Building 3 separation requirement to allow 20 feet in lieu of 42 feet.
 - ii. 5 waivers of LAMC 12.16.C.2's following side yard requirements:
 - a. Waiver of Building 1's northerly residential side yard requirement to allow 10 feet and 2 inches in lieu of the 16 feet requirement.
 - b. Waiver of Building 1's westerly residential side yard requirement to allow 5 feet and 5 inches in lieu of the 16 feet requirement.
 - c. Waiver of Building 2's southerly residential side yard requirement to allow 5 feet and 3 inches in lieu of the 16 feet requirement.
 - d. Waiver of Building 3's easterly residential side yard requirement to allow 11 feet in lieu of the 16 feet requirement.
 - e. Waiver of Building 3's southerly residential side yard requirement to allow 10 feet and 1 inch in lieu of the 16 feet requirement.
2. Site Plan Review, pursuant to LAMC Section 16.05.C.1(b), for a project that results in an increase of more than 50 dwelling units;
3. A Waiver of Dedications or Improvements, pursuant to LAMC Section 12.37.I, to waive:
 - A. The Project's 5-foot dedication requirements along North Cherokee Avenue.
 - B. The Project's 5-foot dedication requirement along North Las Palmas Avenue.

Site 2

1. Density Bonus, pursuant to LAMC Section 12.22.A.25, for a project that will set aside 11% of base density, 27 dwelling units, for VLI, but does not seek a density bonus;
 - A. The Project requests a parking reduction of 0.5 spaces per unit pursuant to Government Code Section 65915(p)(2)(A).
 - B. The Project requests two Off Menu Incentives pursuant to LAMC 12.22.A.25 and Government Code Section 65195(d)(1) to allow:
 - i. An FAR of approximately 4.5:1; and
 - ii. Commercial parking requirement reduction to allow 7 commercial parking spaces in lieu of the otherwise applicable LAMC requirements;
 - C. A Waiver of Development Standards pursuant to Government Code Section 65915(e) to allow for a maximum height of approximately 154' 6 ¼" in lieu of the otherwise required 45 feet;
 - i. A Waiver of Development Standards to permit reduced side yard setbacks of 10'4" in lieu of the otherwise required 16' requirement;
 - ii. A Waiver of Dedication and Improvement pursuant to LAMC Section 12.37.I, for the portion of the Project along N. Cherokee Avenue, as the dedication or improvement required is physically impractical;
2. A Master Conditional Use Permit, pursuant to LAMC Section 12.24.W.1, to permit the on-site sale and consumption of a full line alcoholic beverages throughout the Project's restaurant component that consists of 5 restaurants including outdoor patios; and
3. The Project also requests Site Plan Review, pursuant to LAMC Section 16.05.C.

1.2 Senate Bill 375 and the SCEA

The State of California adopted *Senate Bill 375 (SB 375)*, also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. *SB 375* requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, *SB 375* provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On September 3, 2020, the SCAG’s Regional Council formally adopted an update to the *2016-2040 RTP/SCS*; entitled *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020–2045 RTP/SCS)* also known as the Connect SoCal.

For the SCAG region, CARB has revised its long-range GHG emissions reduction target at 19 percent below 2005 per capita emissions levels by 2035, which the *2020-2045 RTP/SCS* intends to meet or exceed. On October 30, 2020, CARB officially determined that the *2020-2045 RTP/SCS* would achieve CARB’s 2035 GHG emission reduction target.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for “transit priority projects” (as described below) that are consistent with SCAG’s *2020-2045 RTP/SCS*, and that satisfy other specified criteria.

1.3 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria [see PRC Section 21155 (a) and (b)]:

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is defined 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 frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor is defined as an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

1.4 SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards, or criteria set forth in the prior applicable EIRs and adopted in findings made pursuant to PRC Section 21081 (and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA [see PRC Section 21155.2(a)]. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body or, under conditions described in PRC 21155.2(b)(6), the Planning Commission conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Required Findings

Based on a review of the entire administrative record, the City of Los Angeles has determined that the Project qualifies for a SCEA, based on the following criteria:

1. The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in the RTP/SCS prepared by SCAG;
2. The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the greenhouse gas emission reduction targets;
3. The Project qualifies as a transit priority project pursuant to PRC Section 21155(b);
4. The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
5. The Project, as mitigated, incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports, including the 2020—2045 RTP/SCS Program Environmental Impact Report and the Hollywood Community Plan Update Environmental Impact Report;
6. All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study; and
7. The Project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the Project required to be analyzed pursuant to CEQA.

Therefore, the City of Los Angeles finds that the Project complies with the requirements of CEQA for using a SCEA as authorized pursuant to Public Resource Code Section 21155.2(b).

1.6 Organization of the SCEA

Based on the information presented above, the SCEA for the project is organized as follows:

Section 1.0: Introduction: This section provides introductory information about the project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA

Section 2.0: Project Description: This section provides a detailed description of the environmental setting and the project, including project characteristics.

Section 3.0: Sustainable Communities Environmental Assessment Criteria: This section includes a discussion of the project's consistency with the TPP criteria listed above and demonstrates that the project satisfies all necessary criteria for approval of a SCEA as set forth

in California PRC Sections 21155.2, and 21159.28(a)

Section 4.0: Incorporation of Prior EIR Mitigation Measures: This section identifies mitigation measures contained in prior applicable EIRs and discusses the applicability of the mitigation measures to the project.

Section 5.0: Initial Study Checklist and Environmental Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Section 6.0: Mitigation Monitoring Program: This section lists each mitigation measure incorporated into the project.

Appendices: Includes various documents, technical reports, and information used in preparation of the SCEA and can be found in the case file for ENV-2022-3868-SCEA at the Department of City Planning.

2.0 PROJECT DESCRIPTION

2.1 Project Summary

This SCEA evaluates the proposed Hollywood Central Project within the Hollywood neighborhood of the City of Los Angeles. The Project would develop two separate sites (Site 1 and Site 2) referred to collectively as the Project Site. Generally, the Project is a mixed use commercial and residential project contained within four existing buildings that would remain (two of the existing buildings would have the rear portions partially demolished) and four proposed new buildings. Two existing buildings to remain are located on Site 1 and front on Las Palmas Avenue, and the two other existing buildings to remain are located on Site 2 and front Hollywood Boulevard. Site 1 would be developed with three new buildings and Site 2 would be developed with one new building. The Project would be comprised of 42,404 square feet of new retail/restaurant uses, 30,488 square feet of new office uses, 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses, 14,290 square feet of existing buildings would be reused or remain as office uses, and 633 multi-family residential units (including 67 dwelling units affordable to very low-income households). The commercial space would primarily be on the ground level though 7,096 square feet of restaurant space and 20,364 square feet of office space would be on the second level. Parking would be provided in below grade structures located beneath the new structures on both Site 1 and Site 2.

2.2 Project Location

The Project Site is located within the Hollywood Community Plan area of the City of Los Angeles, as shown in **Figure 2.0-1: Regional Location Map**. The Project Site is composed of two sites south of Hollywood Boulevard and north of Selma Avenue, as shown in **Figure 2.0-2: Project Location Map**. Site 1, located between N. Las Palmas Avenue and N. Cherokee Avenue; and Site 2, located between N. Cherokee Avenue and Shrader Boulevard. Site 1 encompasses 1610 to 1638 N. Las Palmas Avenue and 1623 to 1645 N. Cherokee Avenue, Los Angeles, CA 90028, and consists of Assessor's Parcel Number (APN) 5547-014-005, -006, -009, -021, -022, -023, -024, -025, and -044. Site 2 encompasses 6626 to 6636 W. Hollywood Blvd. and 1638 to 1644 N. Cherokee Avenue, Los Angeles, CA 90028, and consists of APNs 5547-015-001, -006, and -024.

2.3 Existing Site Conditions

The Project Site is currently developed with seven small commercial structures and surface parking lots. Site 1 encompasses approximately 78,675 square feet (1.81 acres) and Site 2 encompasses approximately 51,058 square feet (1.17 acres). Site 1 includes a 1-story, 5,505-

square-foot building at 1638 N Las Palmas Avenue; a 2-story, 5,828-square-foot building at 1618 N Las Palmas Avenue; and a 1-story, 3,050-square-foot building at 1645 N Cherokee Avenue; with the balance of the area surface parking. Site 2 includes a 2-story (with mezzanine), 17,018-square-foot building at 6636 Hollywood Boulevard; a 2-story (with basement), 18,232-square-foot building at 6628 Hollywood Boulevard; a 1-story, 5,407-square-foot building at 1642 and 1644 N Cherokee Avenue; and a 1-story, 6,800-square-foot building at 1638 N. Cherokee Avenue; with the balance of the area surface parking.

2.4 Surrounding Land Uses

The Project Site is within a highly urbanized area of Hollywood. Surrounding land uses include commercial retail stores, restaurants, and entertainment to the north along Hollywood Boulevard; the Selma Avenue Elementary School and Larchmont Charter School to the South and East; and the Egyptian Theatre Hollywood to the west across Las Palmas Avenue.

2.5 Zoning and Land Use

The Project Site is subject to the applicable land use and zoning requirements of the City of Los Angeles General Plan and the City of Los Angeles Municipal Code (LAMC). The Project Site is located within the Hollywood Community Plan Area. **Figure 2.0-3: Community Plan Land Use Map** depicts the land use designations of the Project Site and the surrounding properties. The Project Site is also subject to the *Hollywood Redevelopment Plan*.

Hollywood Community Plan

The Project Site is located within the planning boundary of Hollywood Community Plan (Community Plan), adopted in December 1988, and designated for Regional Center Commercial land uses by the Community Plan. Corresponding zoning designations for this land use designation include C2 (Commercial), C4 (Commercial), P (Parking), PB (Parking Building), RAS3 (Residential/Accessory Services), and RAS4 (Residential/Accessory Services) zones of the LAMC. The Project Site is subject to Footnote 9 of the Community Plan's land use map, which establishes a base development intensity equivalent to a 4.5:1 floor area ratio (FAR), with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

On March 18, 2021, the Los Angeles City Planning Commission voted 5-3 to approve and recommend the *Hollywood Community Plan Update* to the City Council. Updates were subsequently made and released as a draft in August 2021. The City is still in its final steps of the adoption process and formal adoption of the *Hollywood Community Plan Update*. On May 3, 2023,

the Los Angeles City Council adopted the *Hollywood Community Plan Update*. Following adoption of the Plan, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law, which can take approximately six months to a year. After this process is complete, the *Hollywood Community Plan Update* will be brought into effect by the City Council.

Los Angeles Municipal Code

The Project Site has two zoning designations. Site 1 is zoned P-1 (Automobile Parking) and C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District) and C4-2D (Commercial, Height District 2 with Development Limitation) closer to Selma Avenue. Site 2 is zoned C4-2D-SN. Site 1's P zone is primarily a parking zone that allows surface parking lots, below grade parking buildings and related signage. Commercial uses are not permitted in the P zone. The P zone does permit housing, but only small lot subdivisions pursuant to discretionary approval of a small lot subdivision map. Pursuant to AB 2334, and Los Angeles City Planning Department's AB 2334 Guidance memo, the Property's nine P Parcels can be developed with multifamily uses and density regularly allowed in the C4 zone. The C4 zone permits a wide array of land uses, such as retail stores, offices, hotels, restaurants, multi-family dwelling units and theaters. Pursuant to LAMC Section 12.22.A.18, projects combining commercial and residential uses, like the Project, located on land designated Regional Center Commercial by the Community Plan and located in the C4 zone are allowed R5 uses. Such uses include multi-family dwelling units with a lot area of 200 square feet per dwelling unit. Generally, the Height District 2 designation does not impose a vertical height limitation but does impose a maximum FAR of 6:1. The Development Limitation "(D Limitation) in the Project Site's Height District, however, further limits total floor area contained in all buildings to a maximum FAR of 2:1 (per ordinance No. 165, 657, adopted in 1990,) which may be exceeded with the approval of the Community Redevelopment Agency (which has been dissolved) and the City Planning Commission. The D Limitation also restricts vertical height to a maximum of 45 feet on Site 2. The SN designation indicates that the Project Site is located in the Hollywood Signage Supplemental Use District (HSSUD).

For Site 1, pursuant AB 2334 (effective January 1, 2023) and the Los Angeles City Planning Department's recent AB 2334 Guidance memo, the Project intends to utilize both C4 density and LAMC 12.22.A.18 to allow 1 dwelling unit for every 200 square feet across the entire Property, including the P Parcels, which is the maximum permissible density allowed for mixed use projects on property designated Regional Center Commercial. Consistent with guidance received from LADCP's housing unit, C4 zone development standards will be applied to the P Parcels.. The

Project's specific requests for Site 1 are set forth in more detail in Section 2.8, below.

For Site 2, the Applicant requests various actions pursuant to the Gov Code Section 65915 (State Density Bonus Law). The Applicant requests a ministerial residential parking reduction pursuant to Gov Code Section 65915(p)(2)(A). The Applicant also requests two incentives and concessions pursuant to Gov Code Section 65915(d) to allow the Project's FAR and to reduce required commercial parking. Additionally, waivers of development standards are also requested to allow the Project's height and proposed setbacks. The Project's specific requests for Site 2 are set forth in more detail in *Section 2.8*, below.

Other Applicable Designations

The Project Site is also located within the boundaries of the Hollywood Redevelopment Project area, a Transit Priority Area pursuant to Senate Bill (SB) 743, the former Los Angeles State Enterprise Zone, and the Hollywood Entertainment District Business Improvement District.

2.6 Access & Circulation

Primary regional access to the Project Site is provided via U.S. Route 101 (US-101), which runs north-south and is located approximately 0.6 miles northeast of the Project Site. Major arterials providing regional and sub-regional access to the Project Site include Hollywood Boulevard, Highland Avenue and Sunset Boulevard.

The Project Site has access to public transportation provided by the Los Angeles County Metropolitan Transportation Authority (METRO) and Los Angeles Department of Transportation (LADOT), as shown in **Figure 2.0-4: Existing Transit Service Map**. The Project is within approximately ¼ mile of the intersection of Hollywood Boulevard and Highland Avenue, which is considered a major transit stop as it is the location of both an existing rail transit station and stops for several bus lines. The Hollywood/Highland Station of the Metro B line rail service, formerly known as the Red line, is located 0.23 miles west of the Site 1 and 0.26 miles west of Site 2. Sites 1 and 2 are also closely served by the Metro Local 2, 212, 217, and 224 bus lines. Specifically, lines 212 and 217 run east west along Hollywood Boulevard; line 2 runs east-west along Sunset Boulevard; line 224 runs north-south along Highland Avenue. In addition, the LADOT Hollywood DASH line circulates through the area with stops at the intersection of Hollywood Boulevard with Highland Avenue and Hollywood Boulevard with Whitley Avenue. The closest bus stops to the Project Site are the Hollywood/Las Palmas bus stops (Stop IDs: 11023 and 2487), located north and northwest of Site 1, respectively, and the Hollywood/Whitley bus stop (Stop ID: 2498), located northeast of Site 2.

2.7 Project Characteristics

Program

The Project would include the retention of four existing buildings (two fronting Las Palmas Avenue on Site 1 and two fronting Hollywood Boulevard on Site 2), the partial demolition of the rear portion of the two existing buildings fronting Hollywood Boulevard on Site 2, the full demolition of three existing buildings (one fronting Cherokee on Site 1 and two fronting Cherokee on Site 2), and the removal of all surface parking lots to accommodate new mid-rise and high-rise buildings containing retail, restaurant, office and residential uses. In total, the Project would construct 633 multi-family residential units (inclusive of 67 units affordable to households of very low-income), 42,404 square feet of new retail/restaurant uses, and 30,488 square feet of office space. An additional 24,924 square feet of retail/restaurant would be contained within existing buildings that would remain, and an additional 14,290 square feet of office would be contained within existing buildings that would remain. Change of use and tenant improvements may be necessary within the existing buildings to remain.

The proposed Project includes redevelopment of Site 1 as shown in **Figure 2.0-5: Proposed Site Plans: Site 1**, with 78,675 square feet of lot area, and involves the construction, use and maintenance of a mixed-use commercial and residential project. The building fronting Cherokee Avenue (1637 N. Cherokee Avenue) would be demolished. The large surface parking lot would be removed. Site 1 would retain two existing buildings and feature three new buildings. Two existing buildings fronting Las Palmas Avenue (1638 N. Las Palmas Avenue identified as Building 4 and 1618 N. Las Palmas Avenue identified as Building 5) would remain and contain a total of 11,333 square feet that would be used for commercial purposes (restaurant in Building 4 and office in Building 5). Building 4's existing covered patio would be demolished. Building 1 would be newly constructed and would contain 46 dwelling units (45,320 square feet of floor area) and 4,392 square feet of ground floor restaurant uses within 7-stories up to 94 feet, 1 and ¼ inches in height. Building 2 would be newly constructed and would contain 12 residential floors, with a total of 281 units on levels 3 to 14 with roof deck and community room on level 15 (227,144 square feet of floor area), above 30,571 square feet of restaurant and small market uses on levels 1 and 2, within 15-stories up to 182 feet, 7 and 1/8 inches in height. Building 2 represents the tallest structure within the Project Site. Building 3 would be newly constructed and would contain 7,689 square feet of ground floor office space and 6 residential levels, with a total of 66 units (48,045 square feet of floor area) within 7-stories up to 77 feet, 6 and ¼ inches in height. The overall FAR of Site 1 would be 4.76:1 and contain a total of 374,494 square feet of floor area (including the two structures that would remain). The buildings on Site 1 would contain a mix of studio, one-

bedroom, and two-bedroom units, totaling 393 dwelling units (inclusive of 40 dwelling units affordable to very low-income households). Site 1's floor plans are visualized in **Figures 2.0-6 – 2.0-16: Site 1 Floor Plans**.

The proposed Project also includes redevelopment of Site 2 as shown in **Figure 2.0-17: Proposed Site Plans: Site 2**, with 51,058 square feet of lot area, and involves the construction, use and maintenance of a mixed-use commercial and residential project. Site 2 would retain two existing buildings with 27,881 square feet of floor area to remain. The existing structures fronting Hollywood Blvd (6636 Hollywood Blvd identified as Building 7 and 6626 Hollywood Blvd identified as Building 8) would remain with commercial uses. An approximately 18-foot 6-inch rear portion of Building 7 would be demolished, and an approximately 58-foot 6-inch rear portion of Building 8 would also be demolished. After demolition, Building 7 and Building 8 would both have a depth of 124 feet, 2 inches from Hollywood Boulevard. Building 7 would contain approximately 7,862 square feet of ground floor restaurant and approximately 8,462 square feet of office uses (287 square foot ground floor office lobby and 8,175 square feet of office on the second floor). Building 8 would contain approximately 11,557 square feet of restaurant uses. Site 2 would feature one new building (Building 6) containing 11 residential floors with a total of 240 residential units (171,640 square feet) on levels 3 to 12 and community rooms with roof decks on level 13, with 7,441 square feet of restaurant uses on the ground floor, and 22,799 square feet of office space on the ground floor and level 2, within 13-stories up to 154 feet, 6 and $\frac{1}{4}$ inches in height. The overall FAR of Site 2 would be 4.50:1 and contain a total of 229,761 square feet of floor area (including the two structures that would remain). The buildings on Site 2 would contain a mix of one-bedroom and two-bedroom units. This portion of the Project would include 27 dwelling units affordable to very low-income households. Site 2's floor plans are visualized in **Figures 2.0-18 – 2.0-23: Site 2 Floor Plans**.

Building Design

Site 1 would have multiple façades providing a design aesthetic that creates visual interest by alternating materials across each proposed building. Site 1 would be broken into three separate sections: the northern, middle, and southern portions. The massing of the Site 1 buildings would vary with the northern and southern portions containing the shorter buildings. On the northern portion, Building 1 and Building 4 would reach up to 94 feet, 1 and $\frac{1}{4}$ inches and up to 25' in height, respectively. The main paseo (between the northern portion and the middle portion) and the open-air dining (between Building 1 and Building 4) break up the Project's massing. On the southern portion, Building 3 and Building 5 would reach up to 77 feet, 6 and $\frac{1}{4}$ inches and up to 27' in height, respectively. As described above, the tallest structure within Site 1 would be Building

2, which would reach a height of up to 182 feet, 7 and 1/8 inches and would be centered within Site 1. The overall building massing and uses are visualized in **Figure 2.0-24: Site 1 Development**.

An outdoor ground level walkway bisecting Building 2 (covered by Building 2's upper levels) allows pedestrian movement between the northern section and the southern section. Buildings 2, 3 and 5 are separated by walkways. The Project's outdoor open space, outdoor dining areas, and setbacks break up the buildings' massing to create visually appealing structures to those viewing the Buildings from surrounding areas. The Property's size also allows for a lower-case "h" shaped paseo walkway that allows pedestrians to explore the Project's commercial component. Building 1, as seen from N. Cherokee Avenue, is illustrated in **Figure 2.0-25: Site 1 Design Visualization A**. The plaza on the main paseo is illustrated in **Figure 2.0-26: Site 1 Design Visualization B**.

Site 2's façade would provide a design aesthetic that creates visual interest by alternating materials across its facades. Building 6 is a horseshoe-shape, which would both provide a central open space courtyard, and would also create articulation and depth to Building 6's profile. Site 2 would include a ground floor courtyard behind Buildings 7 and 8 and between Building 6, and a horseshoe-shaped courtyard for Building 6 with two community rooms. This courtyard would also break up the massing of Building 6 by making it more appealing to those viewing the building from Hollywood Boulevard, as the courtyard is oriented toward Hollywood Boulevard. This would both break up Building 6's façade and would also further set back a portion of Building 6 from Hollywood Boulevard. While Building 6's upper floors would incorporate modern materials such as aluminum panels, steel, glass folding doors, window-walls, and glass guardrails, the lower pedestrian-oriented floors within Site 2's buildings would be designed to blend seamlessly into the surrounding community with use of brick masonry and other classic elements that pay homage to the existing buildings along Hollywood Boulevard. Site 2's building design is visualized in **Figure 2.0-27: Site 2 Development**. The new outdoor dining patio is visualized in **Figure 2.0-28: Site 2 Design Visualization**.

Open Space, Landscaping & Recreational Amenities

The Project would provide open space through incorporation of paseos, courtyards, community rooms, balconies, pool decks and roof decks. Site 1 would provide 40,775 square feet of open space in the form of recreation rooms, community rooms, courtyards, roof decks and open pedestrian paseos. The open space and landscape plans for Site 1 are visualized in **Figures 2.0-29 – 2.0-32: Site 1 Open Space and Landscape Plans**. Site 2 provides approximately 25,500 square feet of open space via amenities, including a paseo, courtyard, rooftop deck, and

community room. The open space and landscape plans for Site 2 are visualized in **Figures 2.0-33 – 2.0-36: Site 2 Open Space and Landscape Plans**.

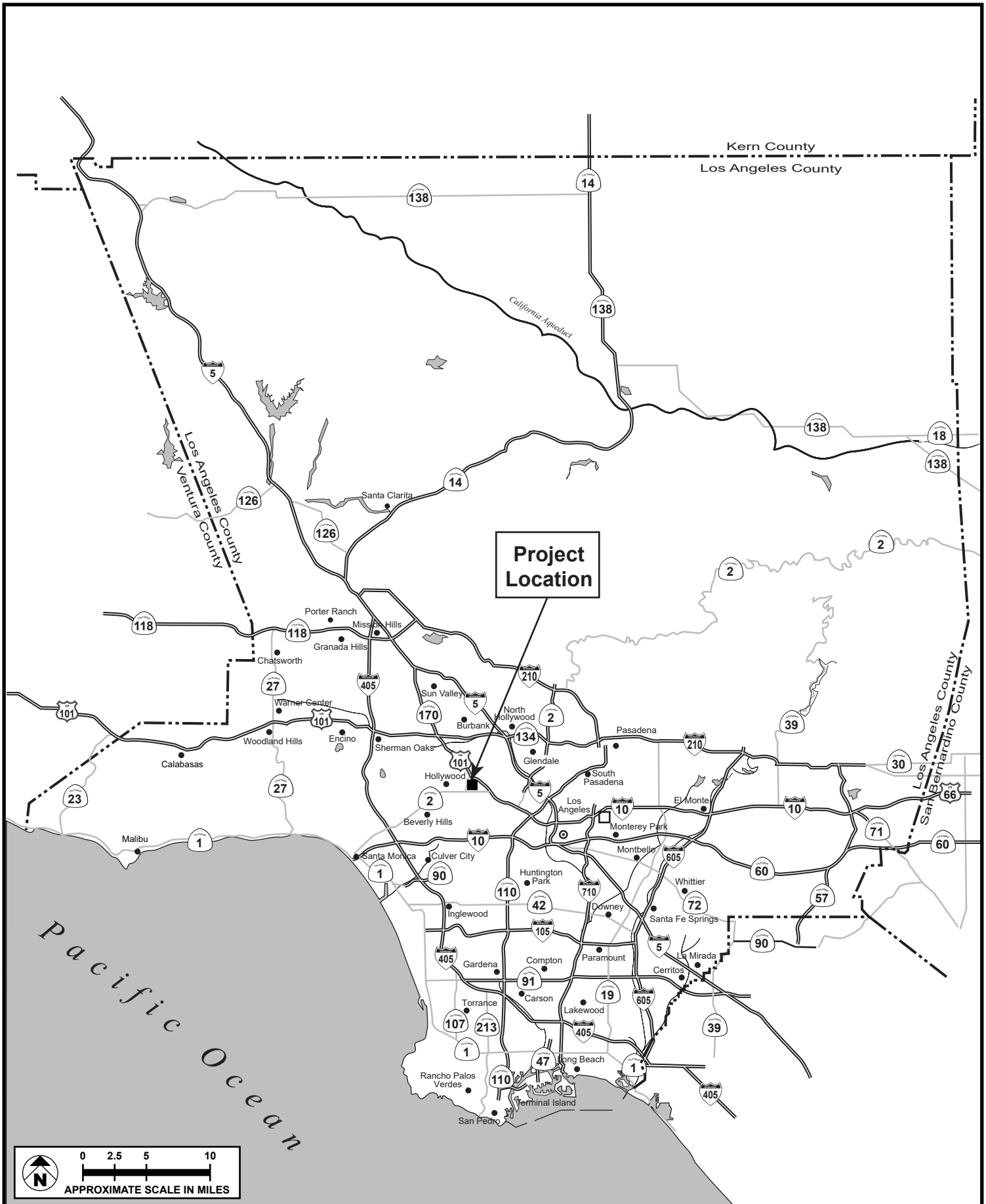
Sustainability & Energy Conservation

Site 1 and Site 2 would feature bicycle parking, electric vehicle car charging stations and parking to incentivize energy efficient transportation modes. Internal lighting systems would be automatically controlled to optimize energy efficiency. Internal materials would include low emitting carpets and paints where possible. External landscaping would feature drought tolerant plantings. Energy star appliances and water efficient fixtures would be installed throughout as required by applicable building codes.

Access & Parking

Vehicular access would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue. Site 1 would have two driveways, one located along the eastern side of N. Las Palmas Avenue and one along the western side of N. Cherokee Avenue, leading to subterranean parking. Site 2 would have one driveway along the eastern side of N. Cherokee Avenue, leading to subterranean parking. The Project would include two subterranean parking structures which would provide 444 automobile parking stalls. The Project would provide 60 short-term and 338 long-term bicycle parking spaces. Site 1 parking would be provided beneath Buildings 1, 2, and 3, with 336 automobile stalls contained within three levels. Site 2 parking would be provided beneath Building 6, with 108 automobile stalls contained within two levels. The Project's parking garages would not be located beneath any portion of the existing buildings that would remain.

Pedestrian and bicycle access would be provided separately from the vehicular access via individual residential lobby and retail entrances along the Project frontage. Pedestrian and bicycle access to Site 1 would be provided along both N. Las Palmas Avenue and N. Cherokee Avenue. Pedestrian and bicycle access to Site 2 would be provided along N Cherokee Avenue. Additionally, both Sites would provide short-term and long-term bicycle parking. Site 1 would provide 38 short-term and 194 long-term bicycle parking spaces. Site 2 would provide 22 short-term and 144 long-term bicycle parking spaces.

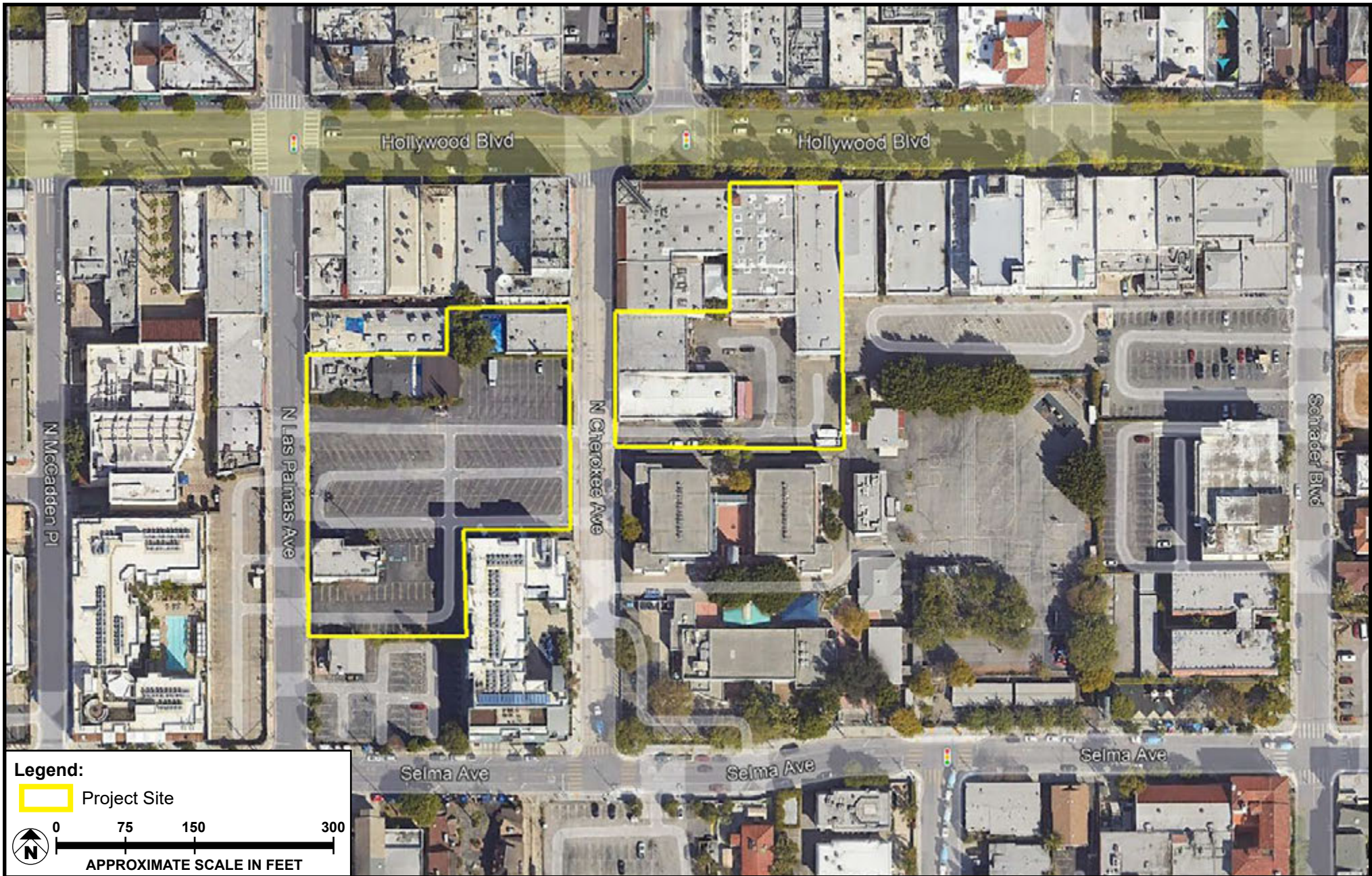


SOURCE: Meridian Consultants, LLC - 2023

FIGURE 2.0-1



Regional Location Map



SOURCE: Google Earth - 2023

FIGURE 2.0-2

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use¹⁴ Corresponding Zones¹	Land Use¹⁴ Corresponding Zones¹	
Low Density¹⁷	Commercial¹⁷	
Minimum RE40	Limited Commercial ⁸	CR, C1, C1.5, P, RAS3, RAS4
Very Low II RE15, RE11	Highway Oriented Commercial ^{11,12,13}	C1, C2, P, RAS3, RAS4
Low I RE9	General Commercial	C1, C2, P, RAS3, RAS4
Low II RS, R1	Neighborhood Office Commercial ^{1,11}	C1, C2, C4, P, RAS3, RAS4
Multiple Family¹⁷	Community Commercial⁸	CR, C2, C4, P, P, RAS3, RAS4
Low Medium I ³ R2, RD5, RD4, RD3	Regional Center Commercial⁹	CR, C2, C4, P, P, RAS3, RAS4
Low Medium II ³ RD2, RD1.5	Industrial¹⁷	
Medium ⁴ R3	Commercial Manufacturing ¹¹ CM, P	
High Medium ⁵ IQR4	Limited Manufacturing ¹¹ MR1, M1, P, P	
High R4, IQR5 ¹³	Open Space: Public Facilities^{18,19,20}	

Service Systems

- Public Elementary School
- Public Junior High
- Public Senior High
- Junior College
- Private Elementary School
- Private Senior High
- Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course

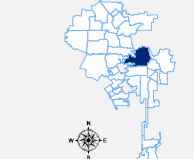
- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- House of Worship
- Health Center/Hospital
- DWP Property

Circulation

- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

Other Line Symbols

- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line



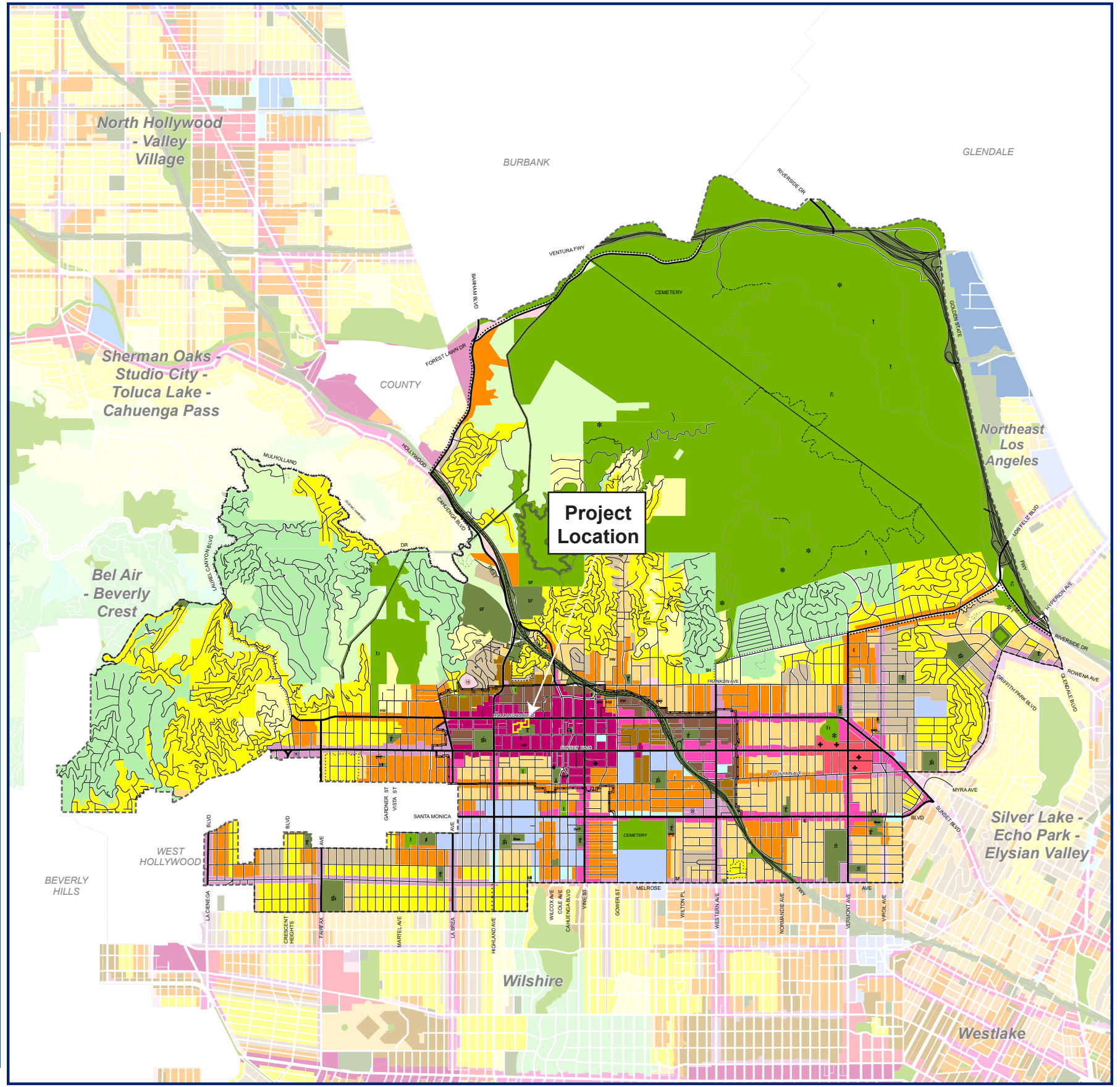
Scale: 1 inch = 2,000 feet
 Copyright © 2014 Department of City Planning. All Rights Reserved.
 Sources: Los Angeles Department of City Planning

Notes:
 A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
 B. Other Special Area Maps may not be included on this document.
 C. Parcel level information (zoning designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

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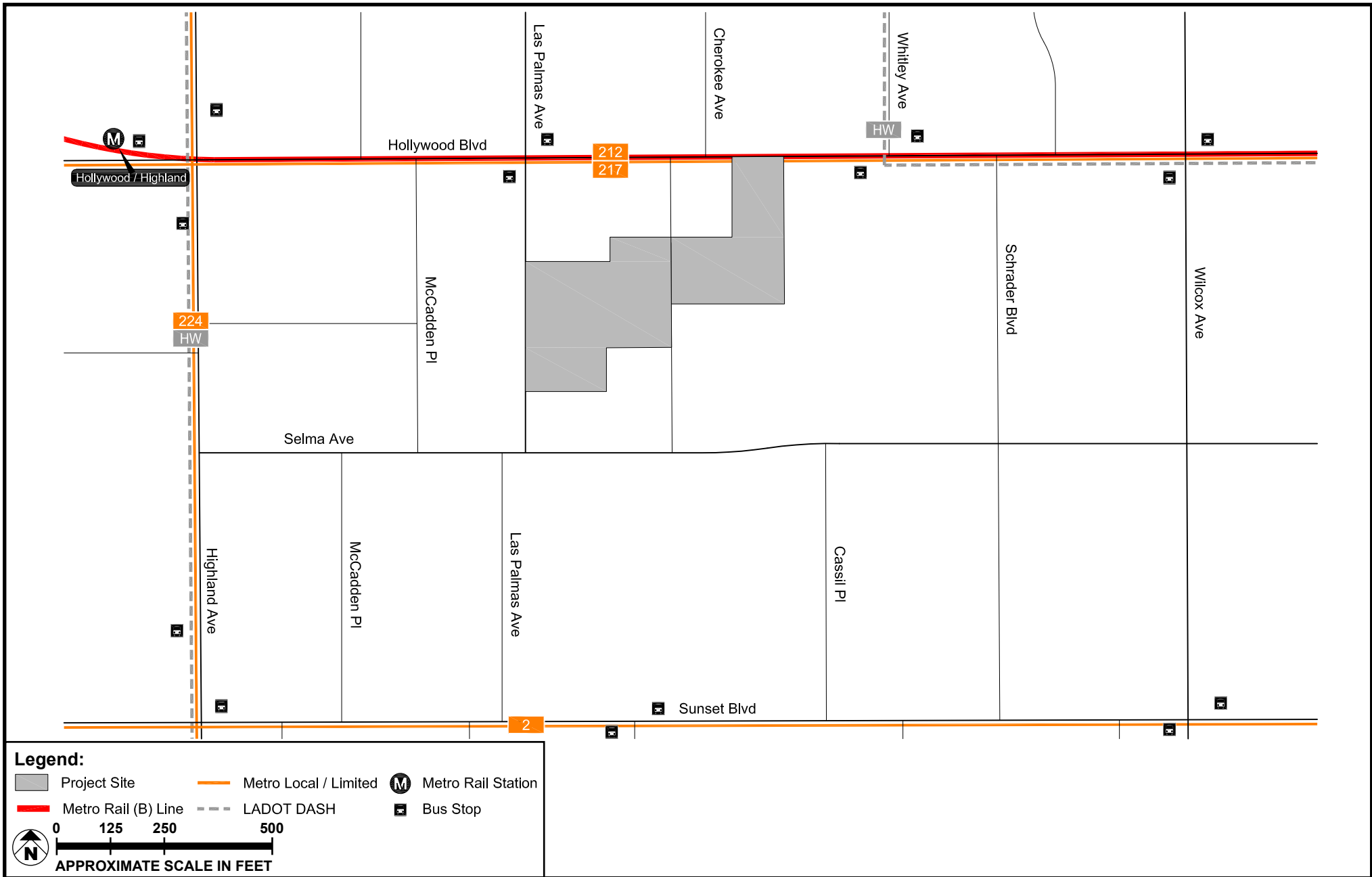
Los Angeles Department of City Planning - Systems, GIS and Graphics Division Michael LoGrande - Director April, 2014



SOURCE: Los Angeles Department of City Planning - April 2014

FIGURE 2.0-3

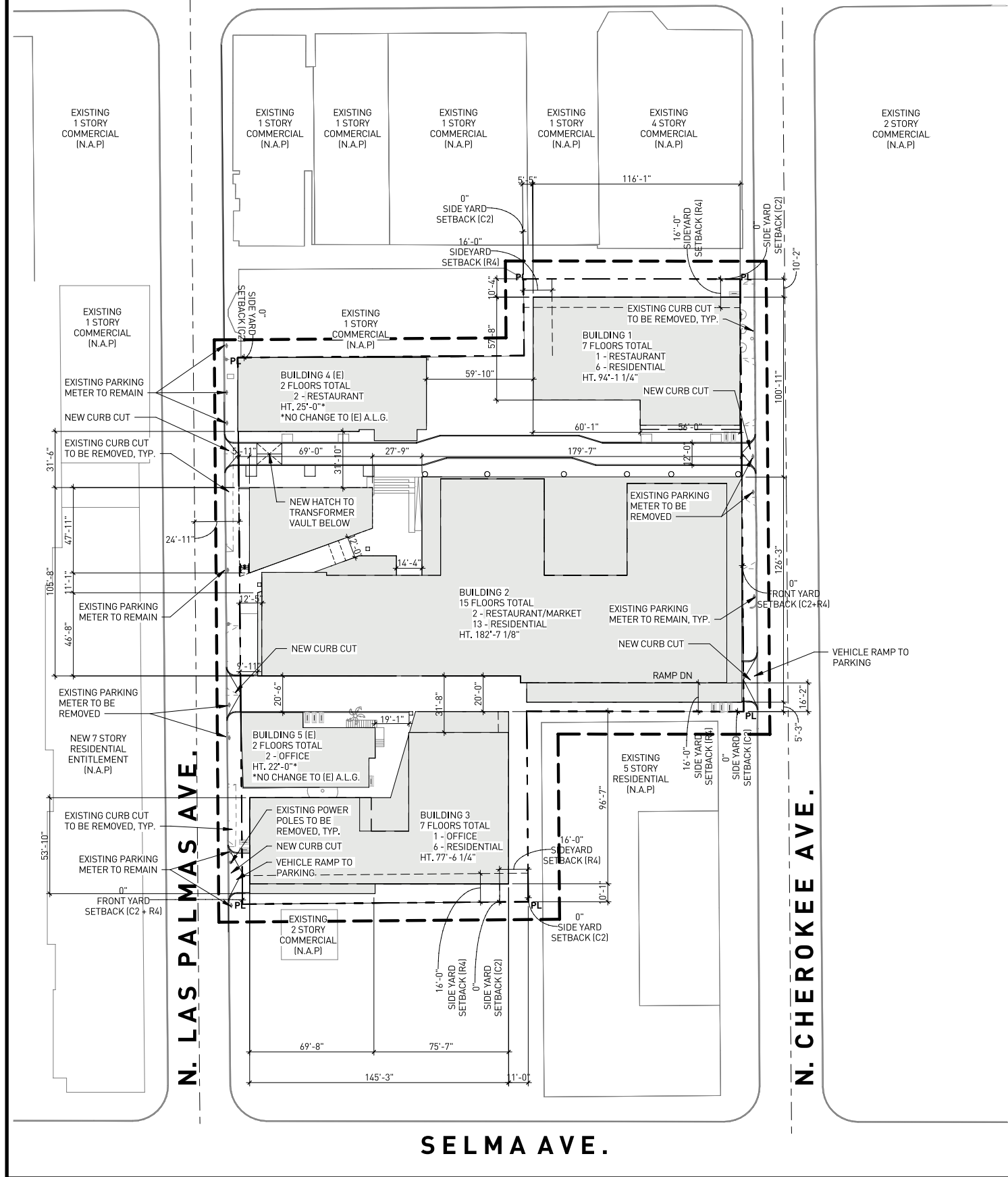




SOURCE: Gibson Transportation Consulting, Inc. - Jan 2023

FIGURE 2.0-4

HOLLYWOOD BLVD.



SELMA AVE.

SOURCE: Studio Eleven – May 2022

FIGURE 2.0-5

N. LAS PALMAS AVE.

N. CHEROKEE AVE.



GRAPHICS LEGEND

- RESIDENTIAL
 - RESTAURANT
 - MARKET
 - OFFICE
 - PARKING
 - AMENITY
- PARKING SYMBOLS
- S1 ON-SITE PARKING
 - S2 OFF-SITE PARKING
 - (E) PARKING OF EXISTING BUILDINGS
 - R RESIDENTIAL PARKING
 - F&B RESTAURANT / MARKET PARKING
 - O OFFICE PARKING



SOURCE: Studio Eleven – May 2022

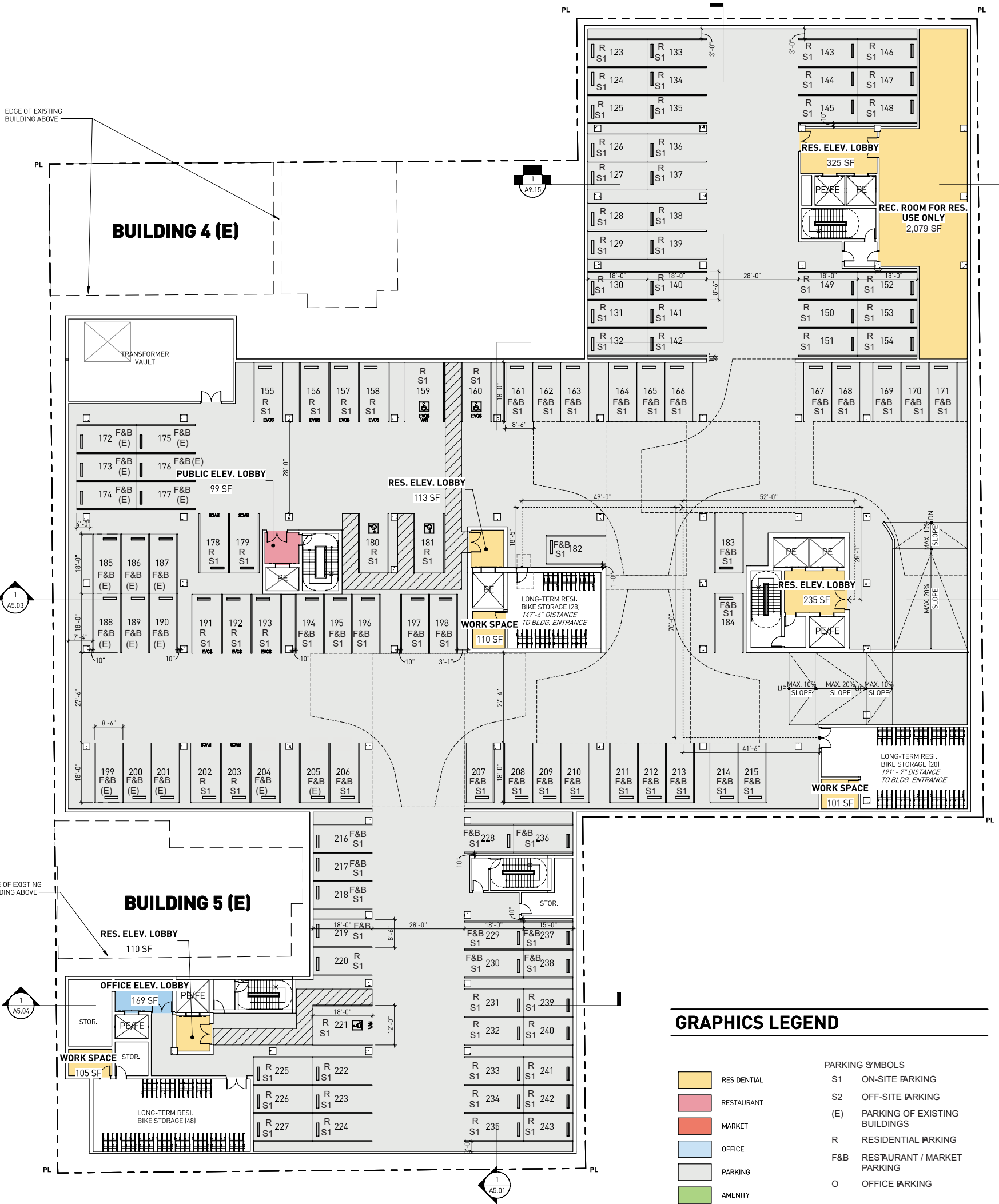
FIGURE 2.0-6



Site 1 Parking Level 3

N. LAS PALMAS AVE.

N. CHEROKEE AVE.



GRAPHICS LEGEND

- RESIDENTIAL
 - RESTAURANT
 - MARKET
 - OFFICE
 - PARKING
 - AMENITY
- PARKING SYMBOLS**
- S1 ON-SITE PARKING
 - S2 OFF-SITE PARKING
 - (E) PARKING OF EXISTING BUILDINGS
 - R RESIDENTIAL PARKING
 - F&B RESTAURANT / MARKET PARKING
 - O OFFICE PARKING



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-7



Site 1 Parking Level 2

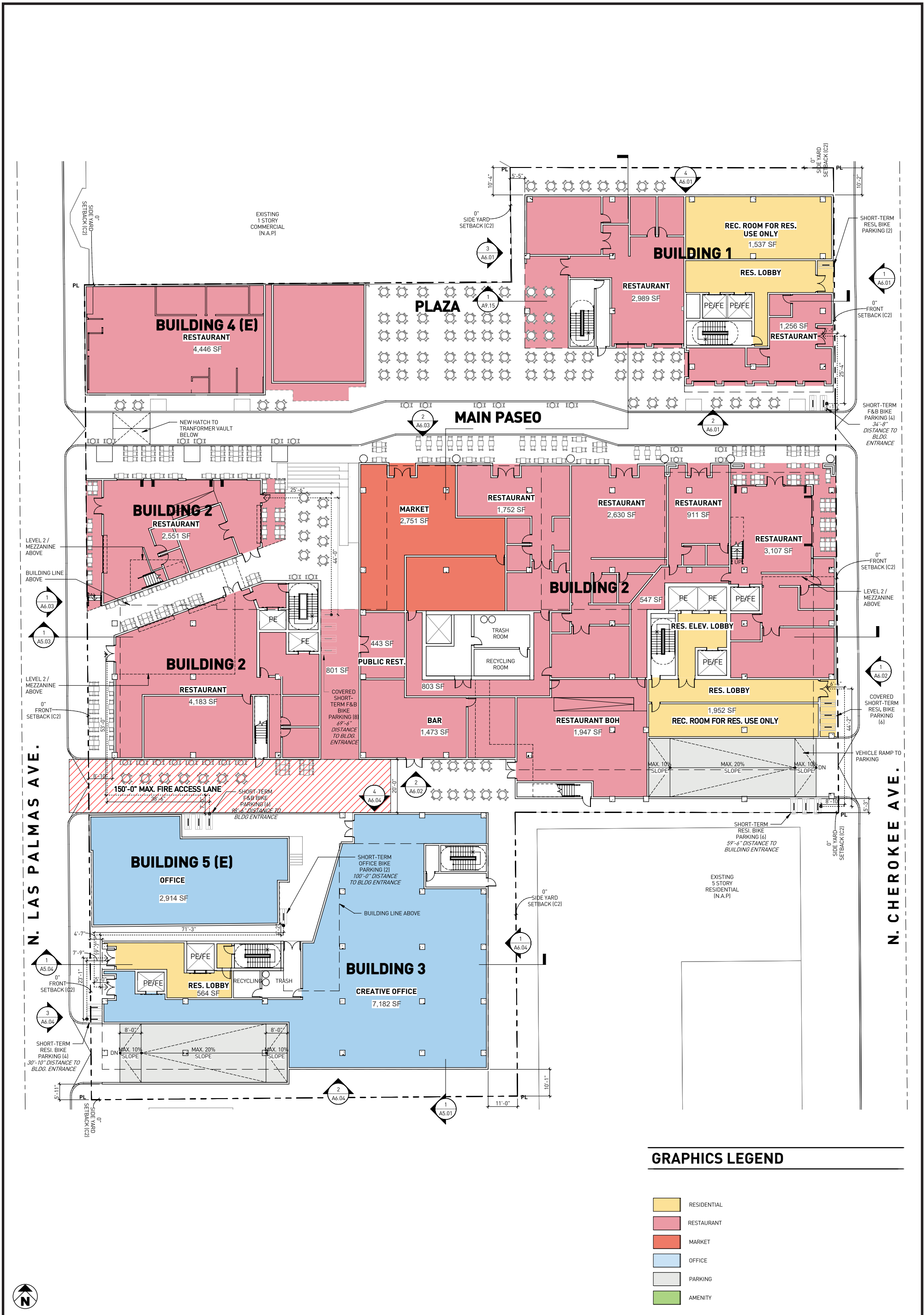
N. LAS PALMAS AVE.

N. CHEROKEE AVE.



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-8



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-9



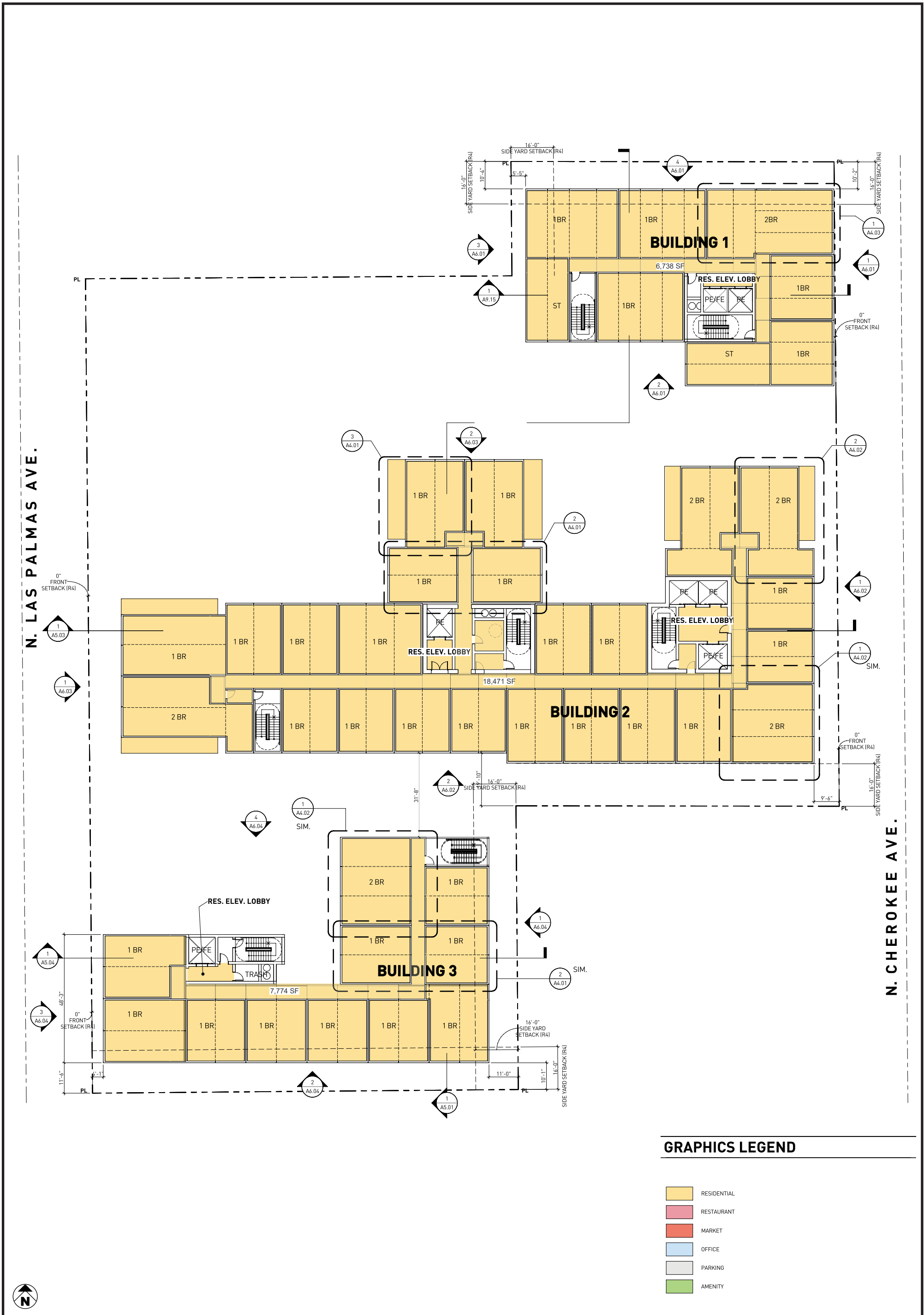
SOURCE: Studio Eleven – May 2022

FIGURE 2.0-10



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-11



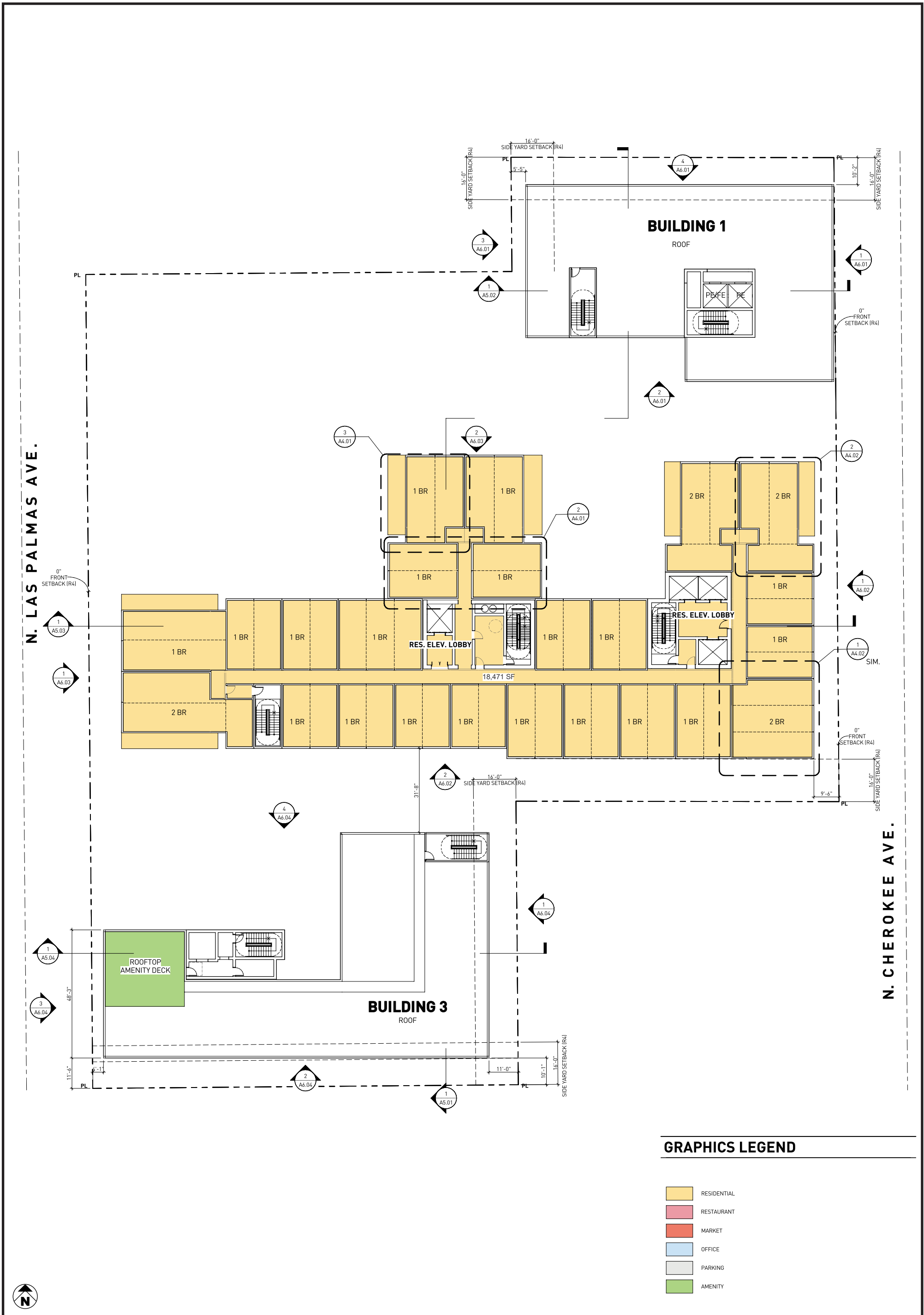
SOURCE: Studio Eleven – May 2022

FIGURE 2.0-12



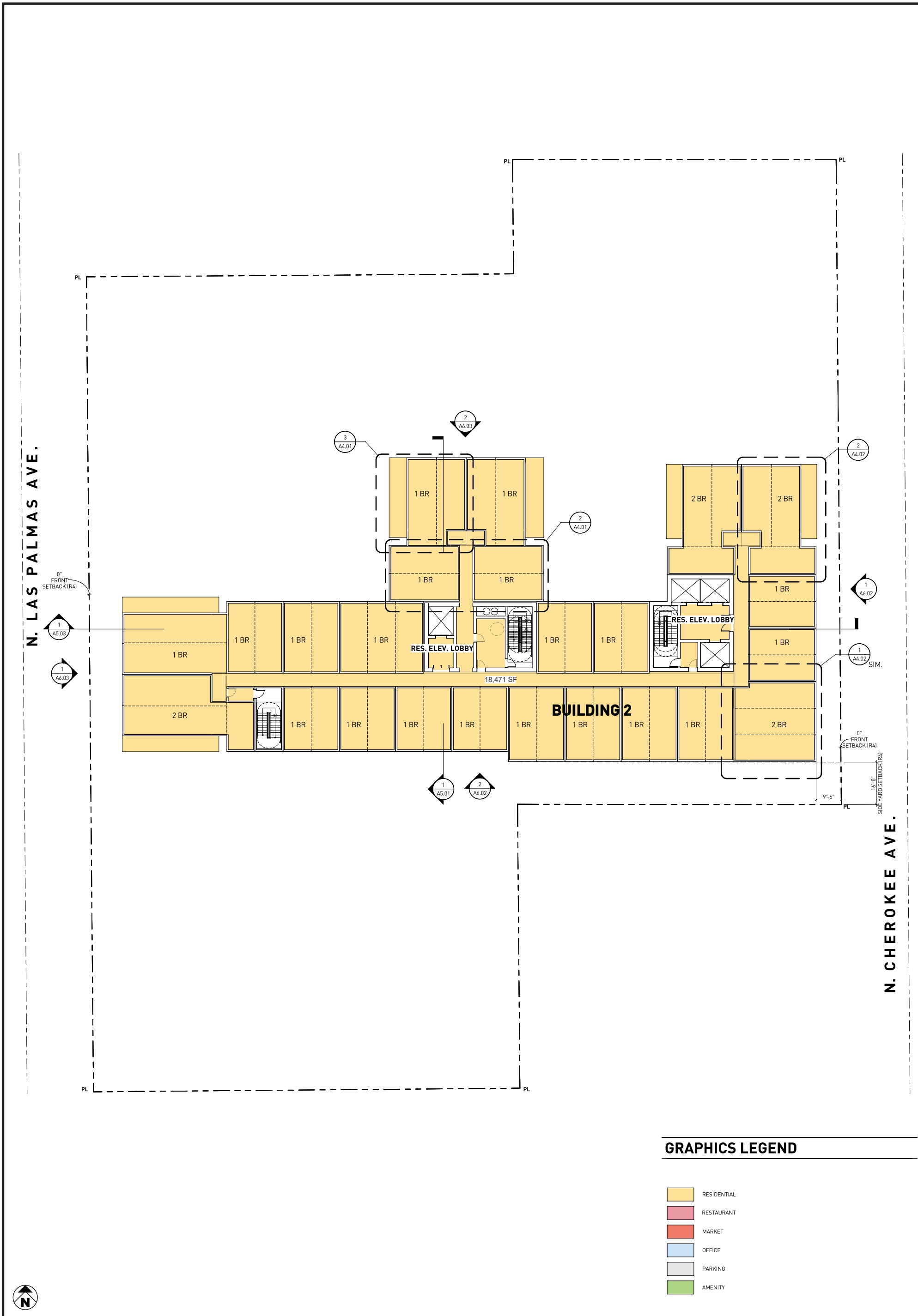
SOURCE: Studio Eleven – May 2022

FIGURE 2.0-13



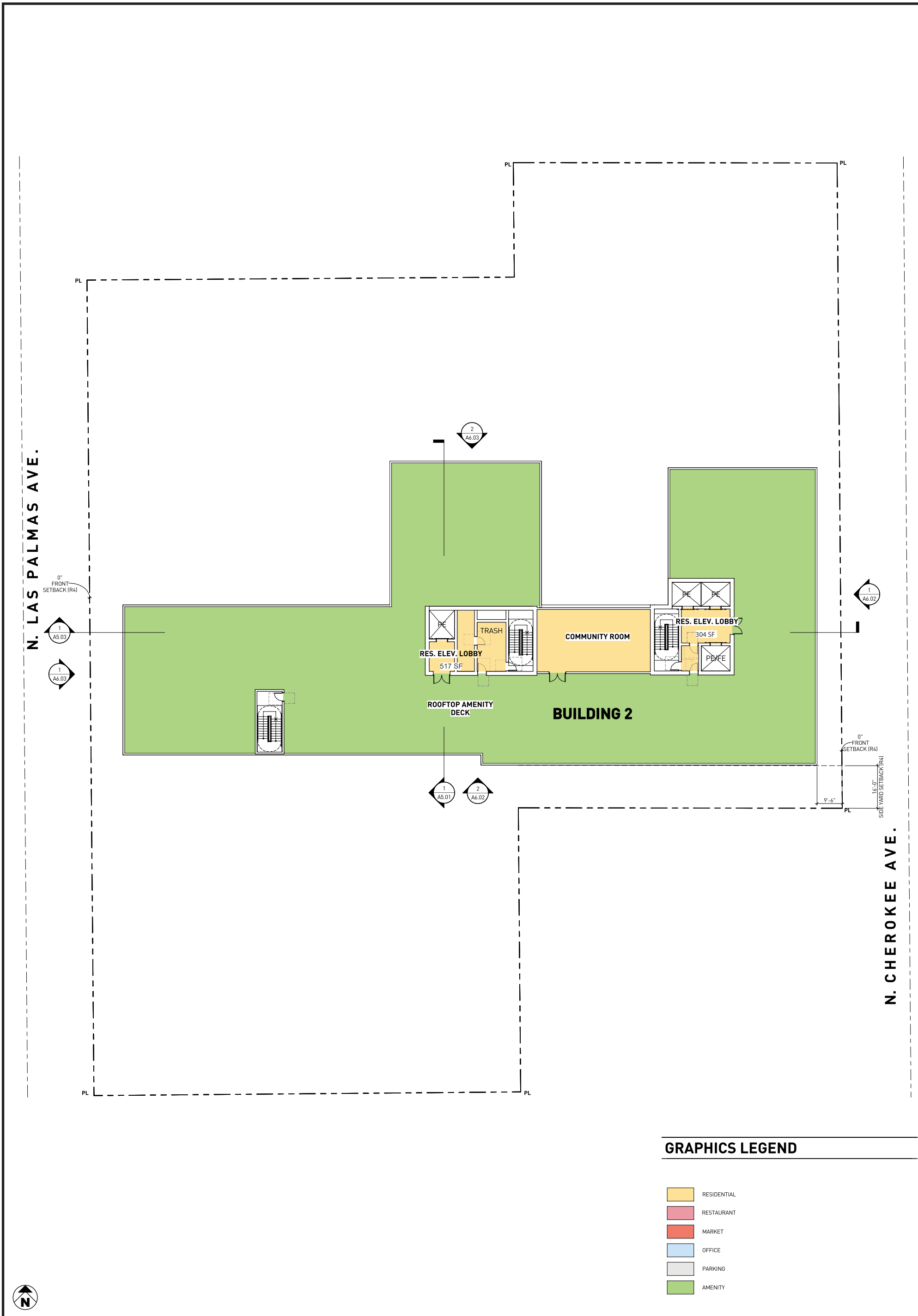
SOURCE: Studio Eleven – May 2022

FIGURE 2.0-14



SOURCE: Studio Eleven – May 2022

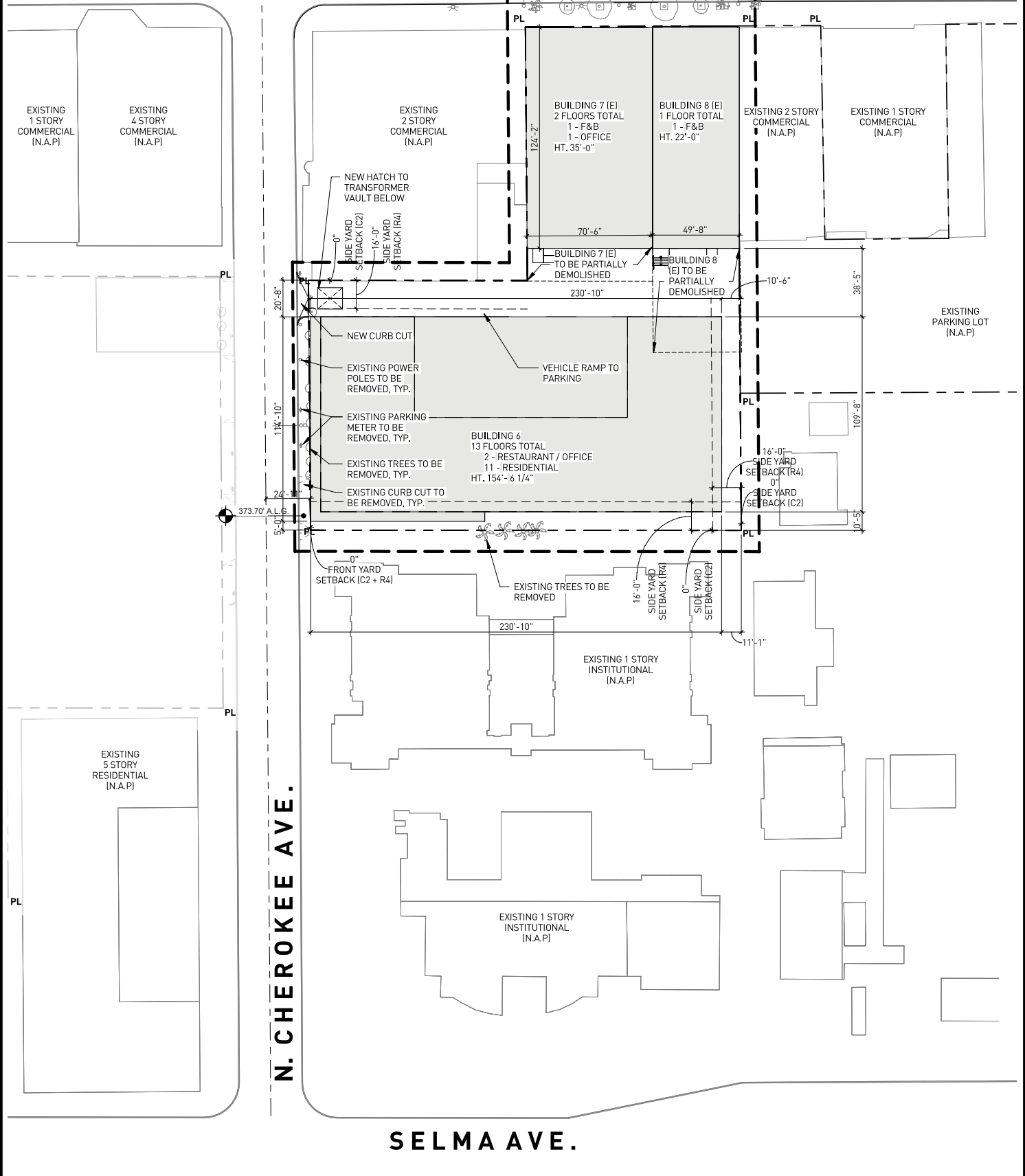
FIGURE 2.0-15



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-16

HOLLYWOOD BLVD.



N. CHEROKEE AVE.

SELMA AVE.

SOURCE: Studio Eleven – May 2022

FIGURE 2.0-17

GRAPHICS LEGEND

- RESIDENTIAL
- RESTAURANT
- OFFICE
- PARKING
- AMENITY

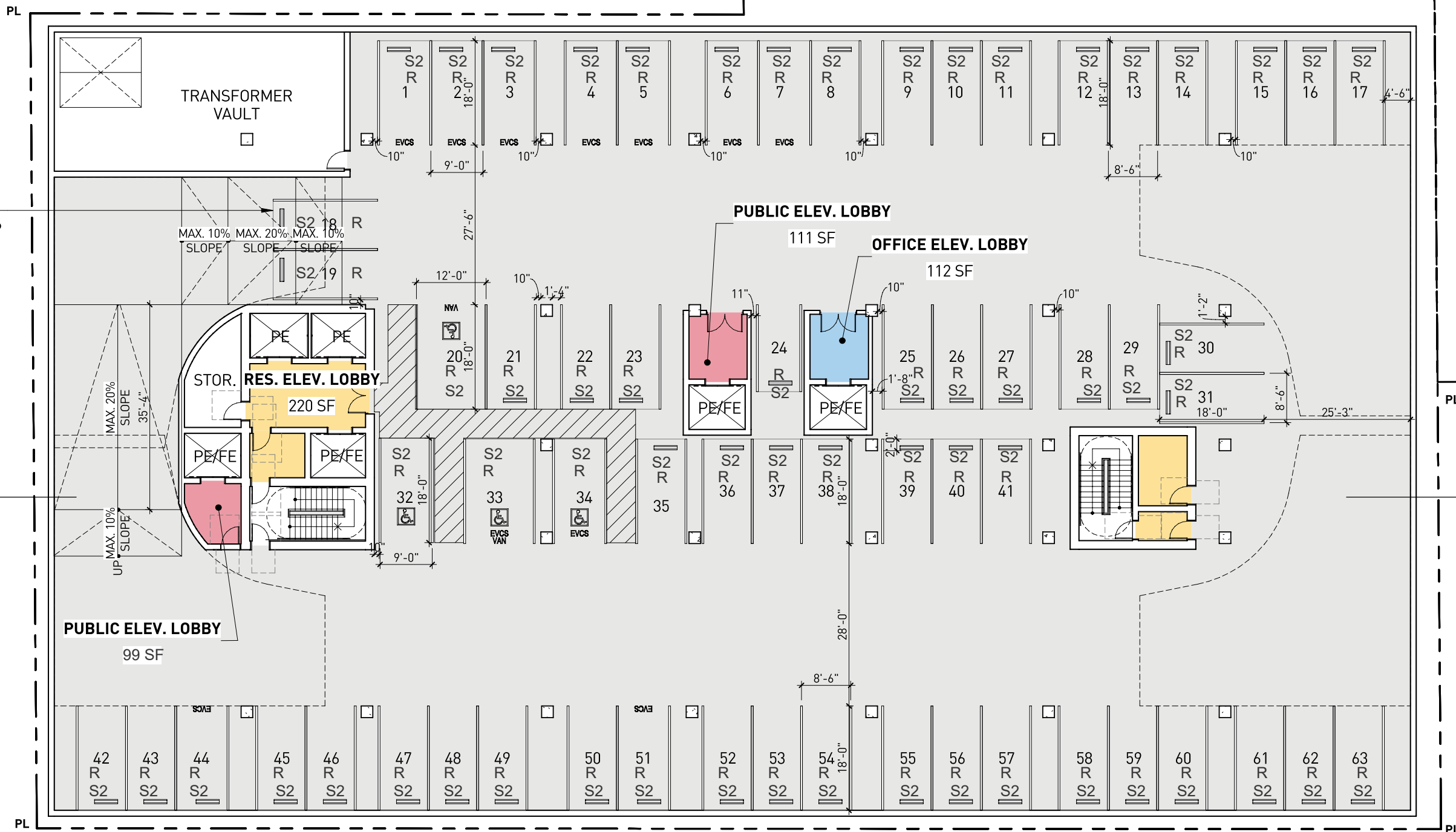
- PARKING SYMBOLS**
- S2 ON-SITE PARKING
 - R RESIDENTIAL PARKING
 - F&B RESTAURANT PARKING
 - O OFFICE PARKING

BUILDING 7 (E)

BUILDING 8 (E)

N. CHEROKEE AVE.

8'-5" CLEAR BELOW RAMP



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-18

GRAPHICS LEGEND

- RESIDENTIAL
- RESTAURANT
- OFFICE
- PARKING
- AMENITY

- PARKING SYMBOLS**
- S2 ON-SITE PARKING
 - R RESIDENTIAL PARKING
 - F&B RESTAURANT PARKING
 - O OFFICE PARKING

N. CHEROKEE AVE.

7'-0" CLEAR AT RAMP BELOW

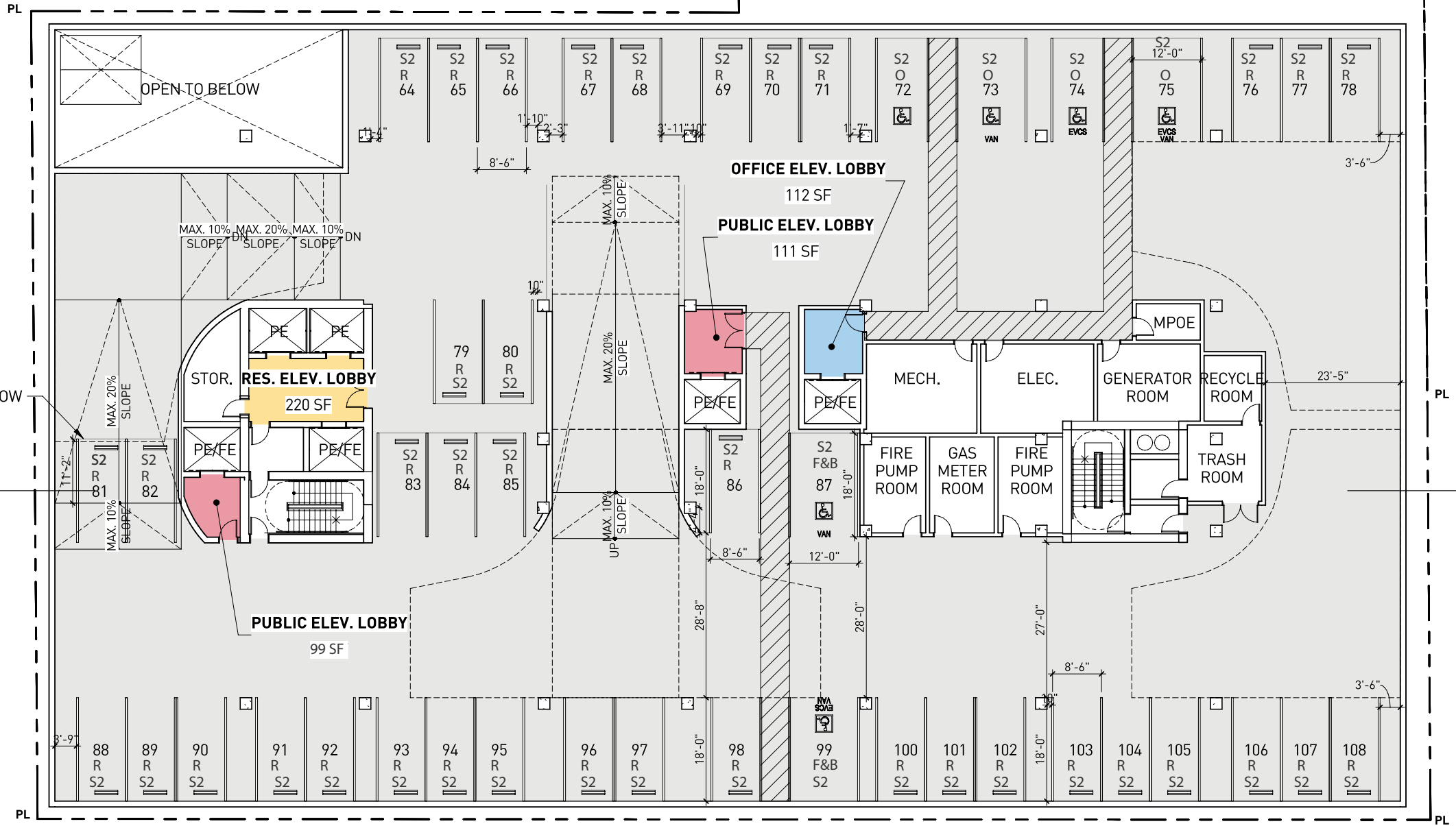


EDGE OF EXISTING BUILDING ABOVE

BUILDING 7 (E)

RESTAURANT BOH
5,761 SF

BUILDING 8 (E)



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-19

HOLLYWOOD BLVD.

N. CHEROKEE AVE.



GRAPHICS LEGEND

 RESIDENTIAL	PARKING SYMBOLS
 RESTAURANT	S2 ON-SITE PARKING
 OFFICE	R RESIDENTIAL PARKING
 PARKING	F&B RESTAURANT PARKING
 AMENITY	O OFFICE PARKING

SOURCE: Studio Eleven – May 2022

FIGURE 2.0-20

HOLLYWOOD BLVD.

N. CHEROKEE AVE.

HOLLYWOOD CENTRAL

EXISTING
2 STORY
COMMERCIAL
(N.A.P)

BUILDING 7 (E)

OFFICE (LEVEL 2)
8,175 SF

BUILDING 8 (E)

OFFICE
9,275 SF

BUILDING 6

OPEN TO BELOW

OPEN TO BELOW

OPEN TO BELOW

OPEN TO BELOW

0" FRONT YARD
SETBACK (C2)

0" SIDE YARD
SETBACK (C2)

0" SIDE YARD
SETBACK (C2)

0" SIDE YARD
SETBACK (C2)

GRAPHICS LEGEND

- RESIDENTIAL
- RESTAURANT
- OFFICE
- PARKING
- AMENITY



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-21

HOLLYWOOD BLVD.

BUILDING 7 (E)

EXISTING
2 STORY
COMMERCIAL
(N.A.P)

N. CHEROKEE AVE.



GRAPHICS LEGEND

- RESIDENTIAL
- RESTAURANT
- OFFICE
- PARKING
- AMENITY



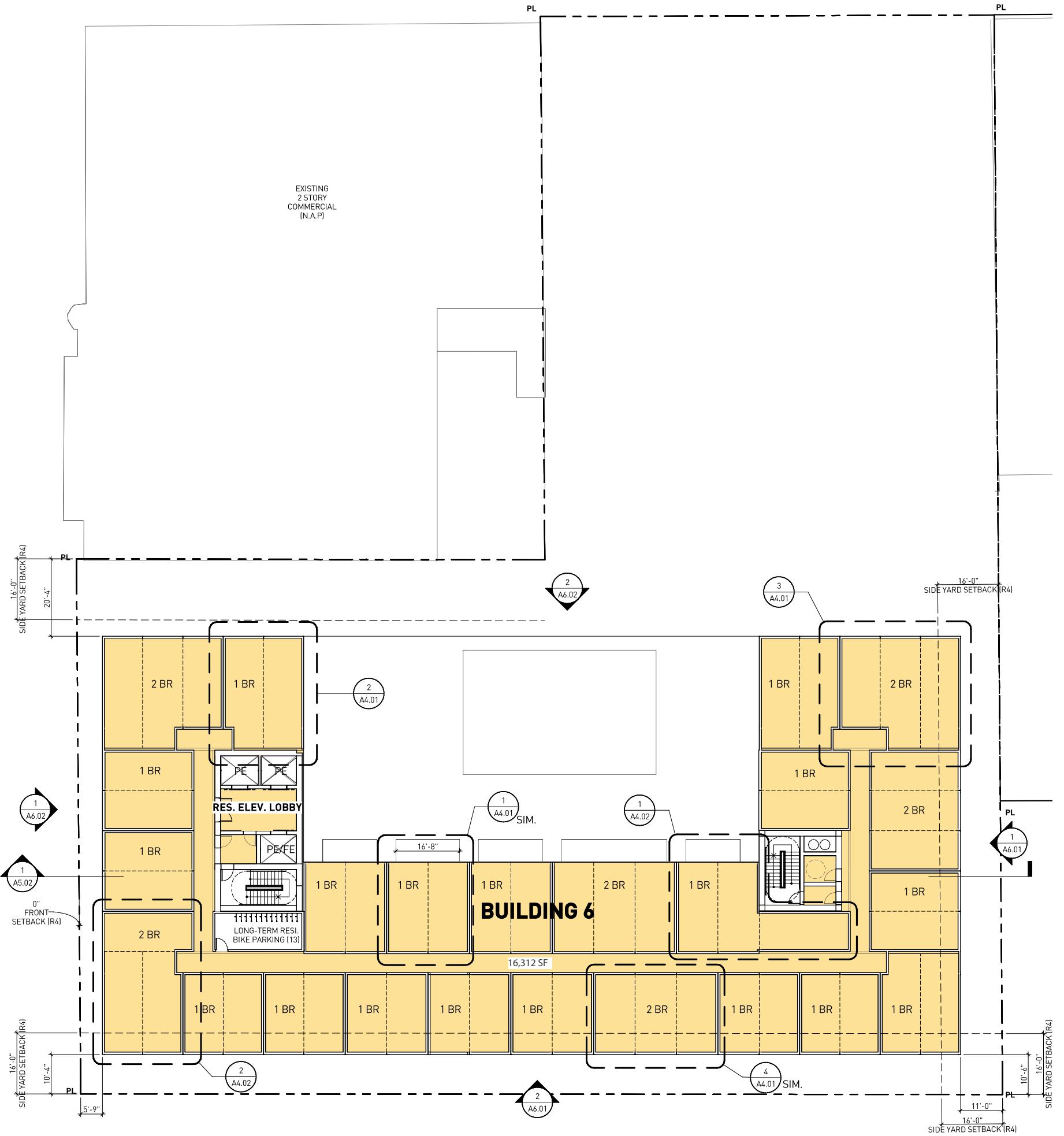
SOURCE: Studio Eleven – May 2022

FIGURE 2.0-22

HOLLYWOOD BLVD.

N. CHEROKEE AVE.

EXISTING
2 STORY
COMMERCIAL
(N.A.P)



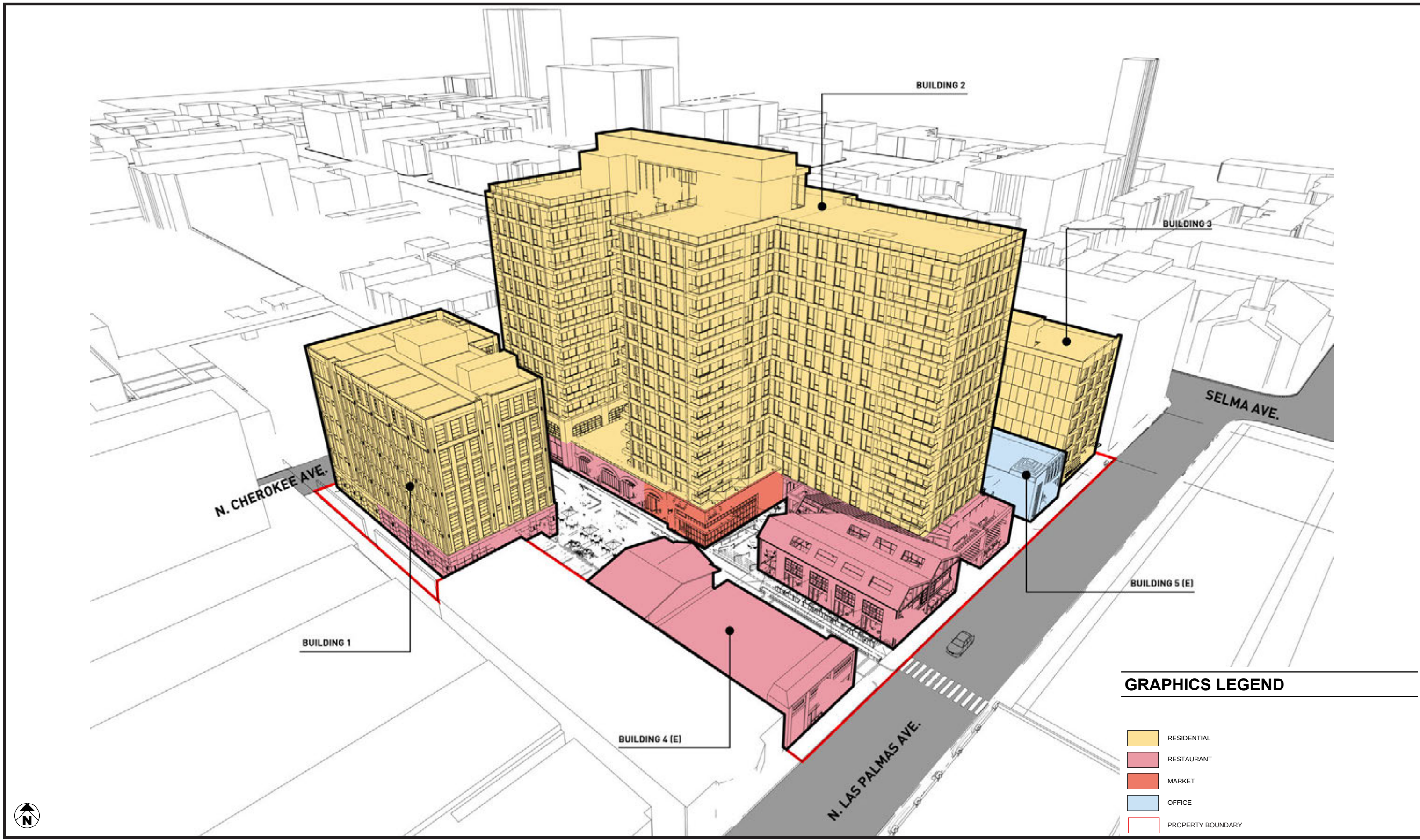
GRAPHICS LEGEND

- RESIDENTIAL
- RESTAURANT
- OFFICE
- PARKING
- AMENITY



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-23



SOURCE: Studio Eleven – May 2022

4/25/2022 5:05:52 PM

FIGURE 2.0-24



VIEW OF BUILDING 1 ON N. CHEROKEE AVE.

SOURCE: Studio Eleven – December 2021

FIGURE 2.0-25

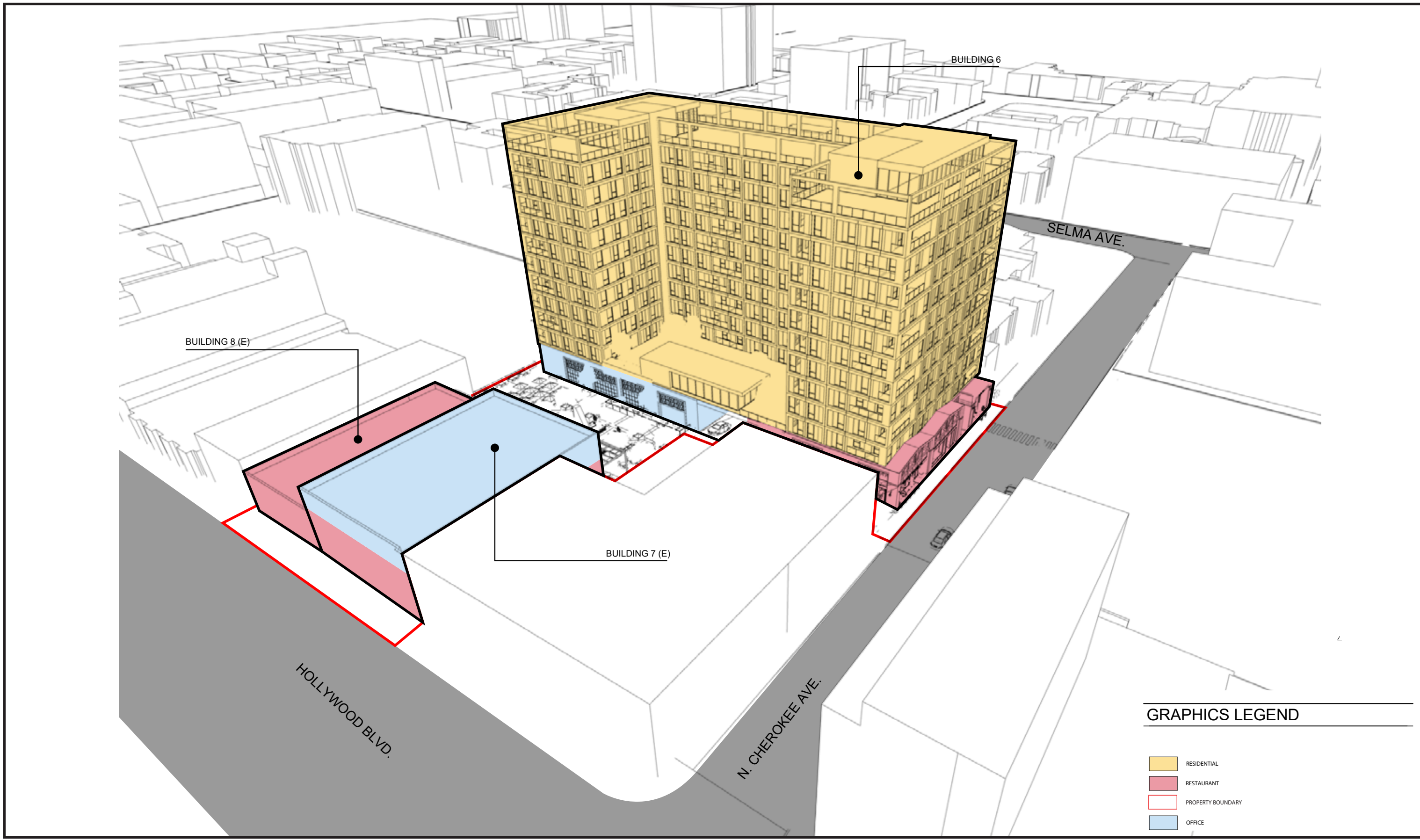


SOURCE: Studio Eleven – December 2021

FIGURE 2.0-26



Site 1 Design Visualization B



SOURCE: Studio Eleven – April 2022

FIGURE 2.0-27



SOURCE: Studio Eleven – December 2021

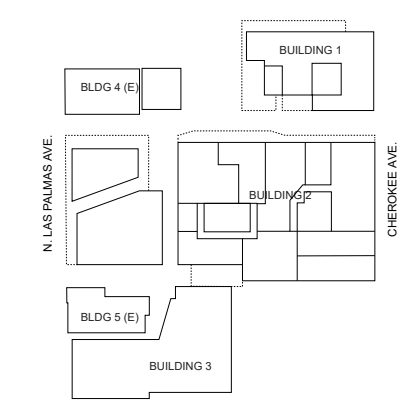
FIGURE 2.0-28



KEY NOTES:

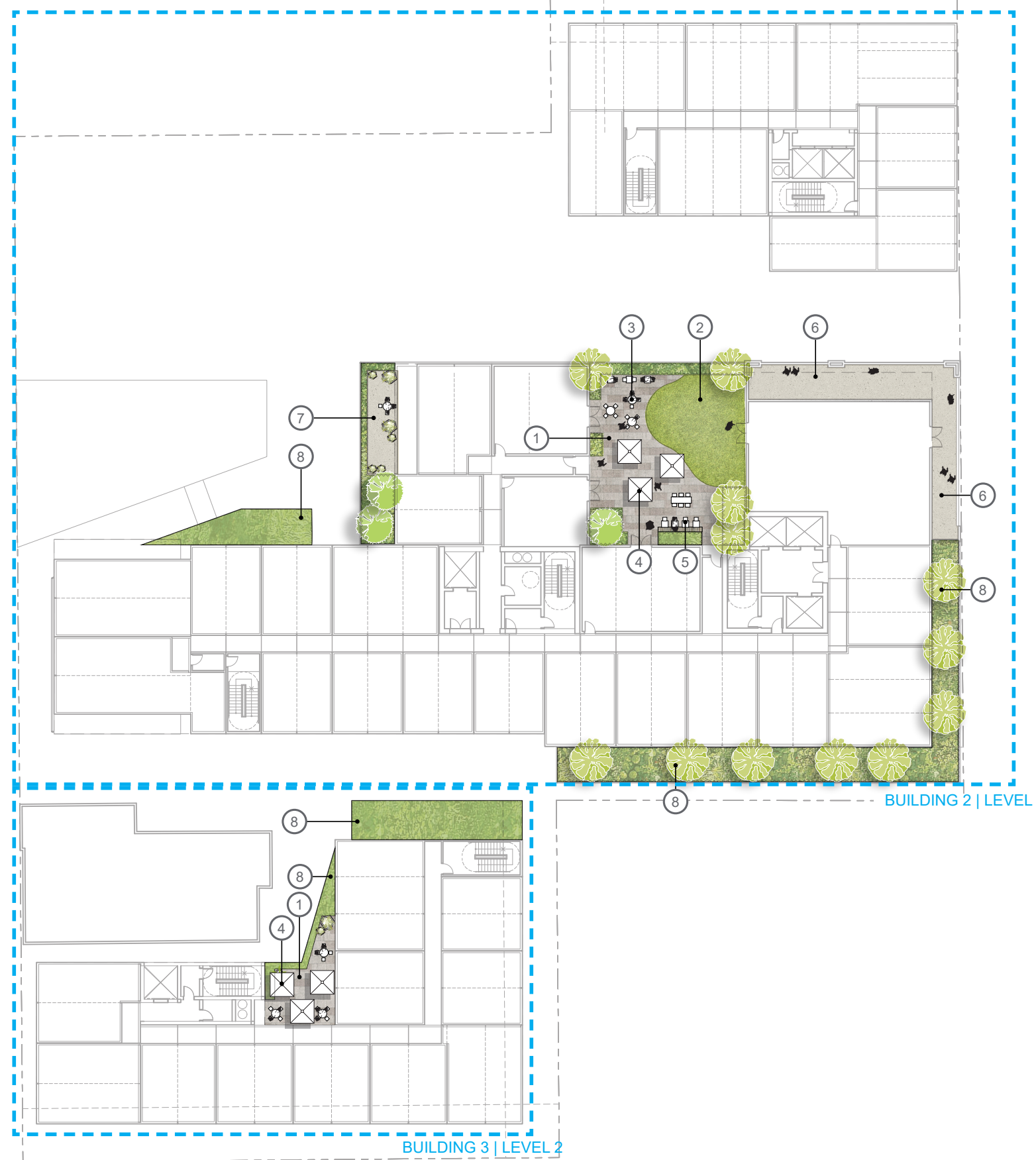
1. PUBLIC PASEO W/ ACCENT BRICK PAVING RUNNING BOND PATTERN
2. HOTEL PLAZA W/ CONCRETE PAVERS
3. LINEAR PEDESTRIAN WALK AT FIRE LANE W/ CONCRETE PAVERS
4. ZERO-CURB WITH BOLLARDS AT SHARED STREET
5. PEDESTRIAN ALLEY WAY W/ LIGHTING AND FURNITURE
6. PEDESTRIAN CORRIDOR W/ COBBLE PAVING SQUARE RUNNING BOND PATTERN
7. MOVABLE FURNISHINGS IN FIRE LANE
8. DINING PATIO
9. LOOSE DINING SEATING
10. LOOSE LOUNGE SEATING
11. STREET TREES AT 30'-0" O.C. MAX. SPACING.
12. PLANTING AREA, TYP.
13. SPECIMEN TREE IN RAISED PLANTER W/ CANTILEVER SEATING. REFER TO DIAGRAM, 1/L0.01.
14. SHORT TERM BICYCLE PARKING
15. DINING KIOSK
16. WATER FEATURE
17. HEXAGONAL TILE AT PATIOS

KEYMAP



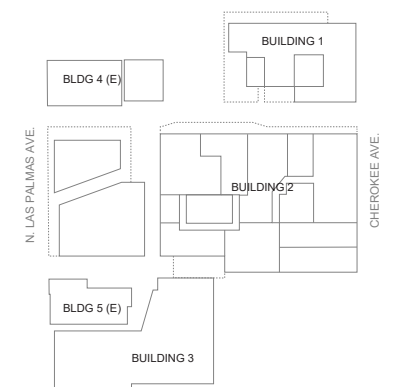
SOURCE: Studio Eleven – May 2022

FIGURE 2.0-29



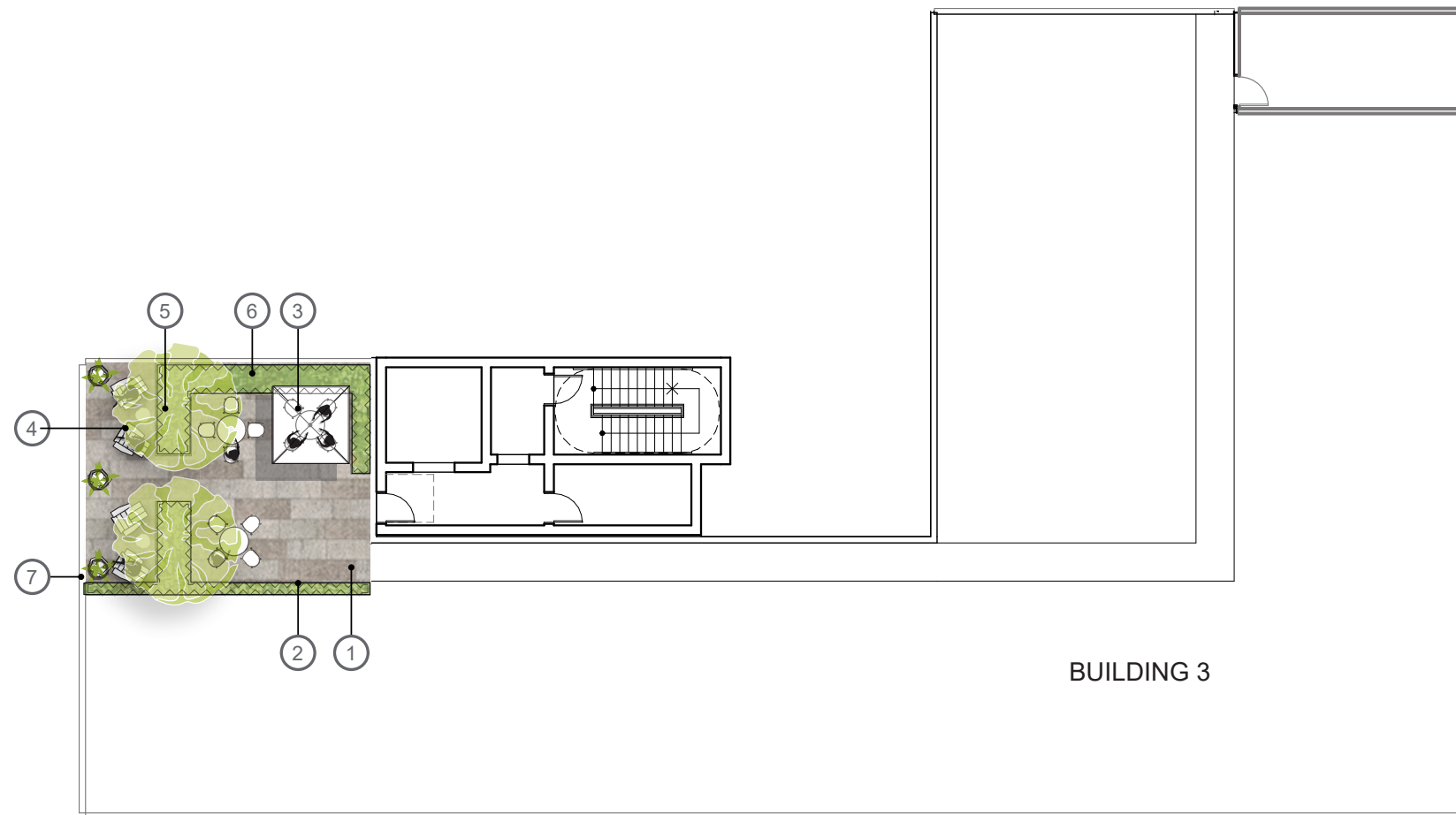
- KEY NOTES:**
1. PRECAST CONCRETE PAVERS ON PEDESTAL SYSTEM
 2. ARTIFICIAL TURF FLEX SPACE
 3. CAFE STYLE SEATING
 4. UMBRELLAS WITH LOUNGE SEATING, TYP.
 5. LOUNGE SEATING
 6. FITNESS CENTER PATIO
 7. PRIVATE PATIO, TYP.
 8. PLANTING AREA, TYP.

KEYMAP

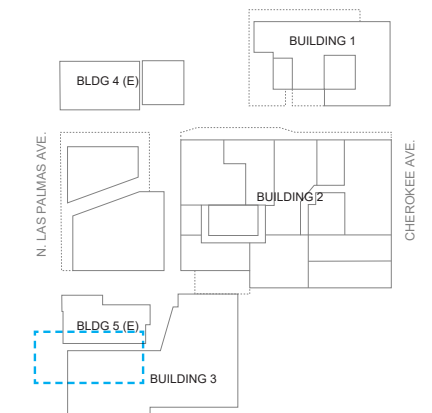


SOURCE: Studio Eleven – May 2022

FIGURE 2.0-30



KEYMAP



KEY NOTES:

1. PRECAST CONCRETE PAVERS ON PEDESTAL SYSTEM
2. SKINNY PLANTER AT ACCESS WALK
3. OUTDOOR DINING
4. LOUNGE SEATING AT PARAPET WALL
5. SHADE TREES
6. PLANTING AREA, TYP.
7. PARAPET WALL ACCENT PLANTERS

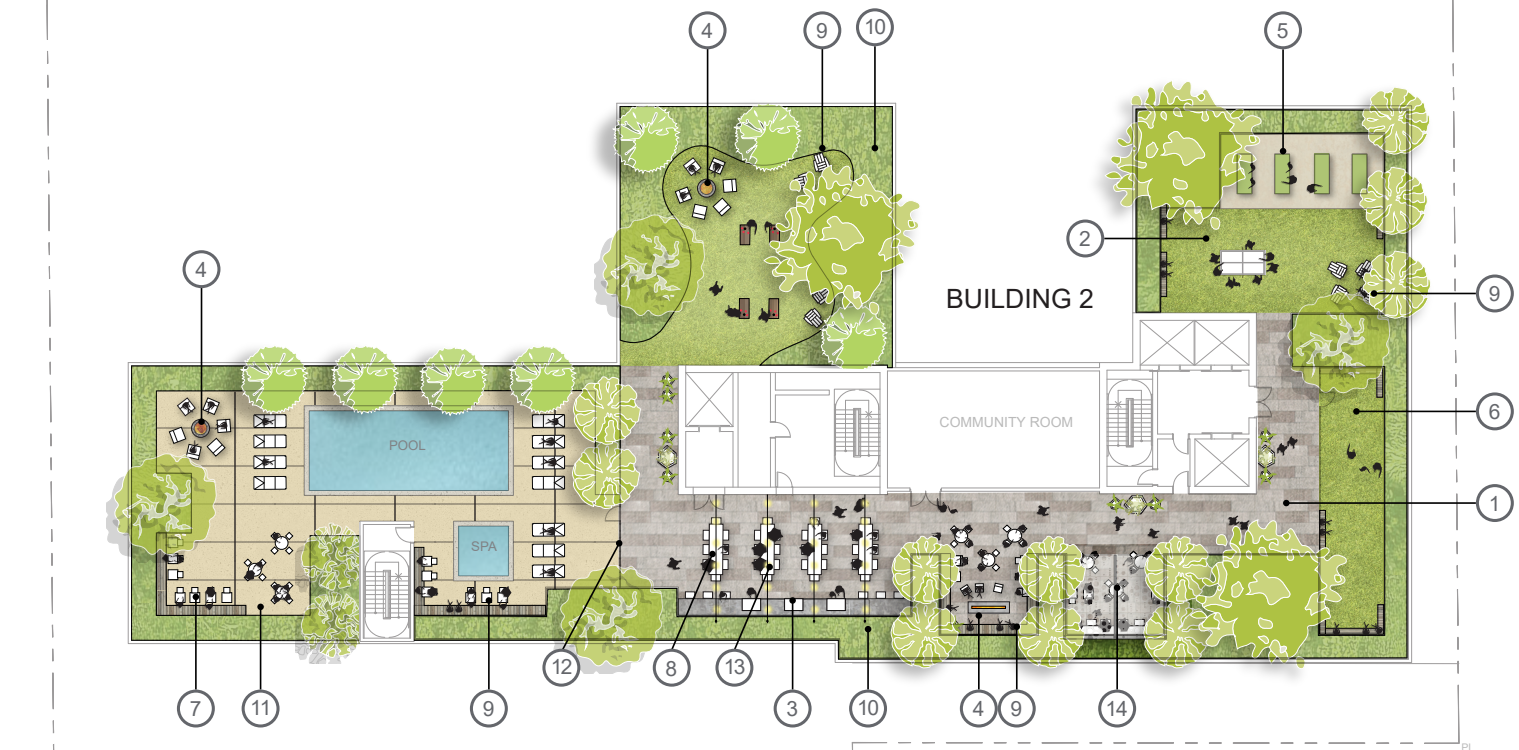


SOURCE: Studio Eleven – May 2022

FIGURE 2.0-31

N. LAS PALMAS AVE.

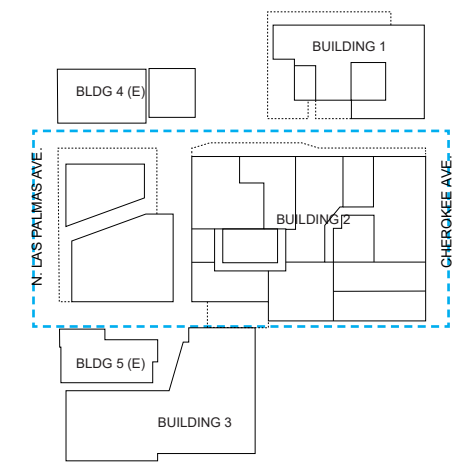
N. CHEROKEE AVE.



KEY NOTES:

- 1. PRECAST CONCRETE PAVERS ON PEDESTAL SYSTEM
- 2. ARTIFICIAL TURF FLEX SPACE
- 3. BBQ AND COUNTER TOP
- 4. FIRE PIT, TYP
- 5. RAISED GARDEN BEDS
- 6. DOG RUN
- 7. CAFE STYLE SEATING
- 8. COMMUNAL STYLE SEATING
- 9. LOUNGE SEATING
- 10. PLANTING AREA, TYP.
- 11. POOL DECK PAVERS
- 12. POOL DECK ENCLOSURE
- 13. OVERHEAD STRING LIGHTS
- 14. OVERHEAD CANTILEVER SHADE STRUCTURE AT OUTDOOR WORK SPACE

KEYMAP



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-32



Site 1 Building 2 Roof Deck Landscape Plan

OPEN SPACE CALCULATIONS (LANDSCAPE)

PER LAMC 12.21-G.2(A)

PLANTING AREA REQUIRED
(25% MINIMUM OF COMMON OPEN SPACE) 6,375 SF

PLANTING AREA PROVIDED 6,395 SF

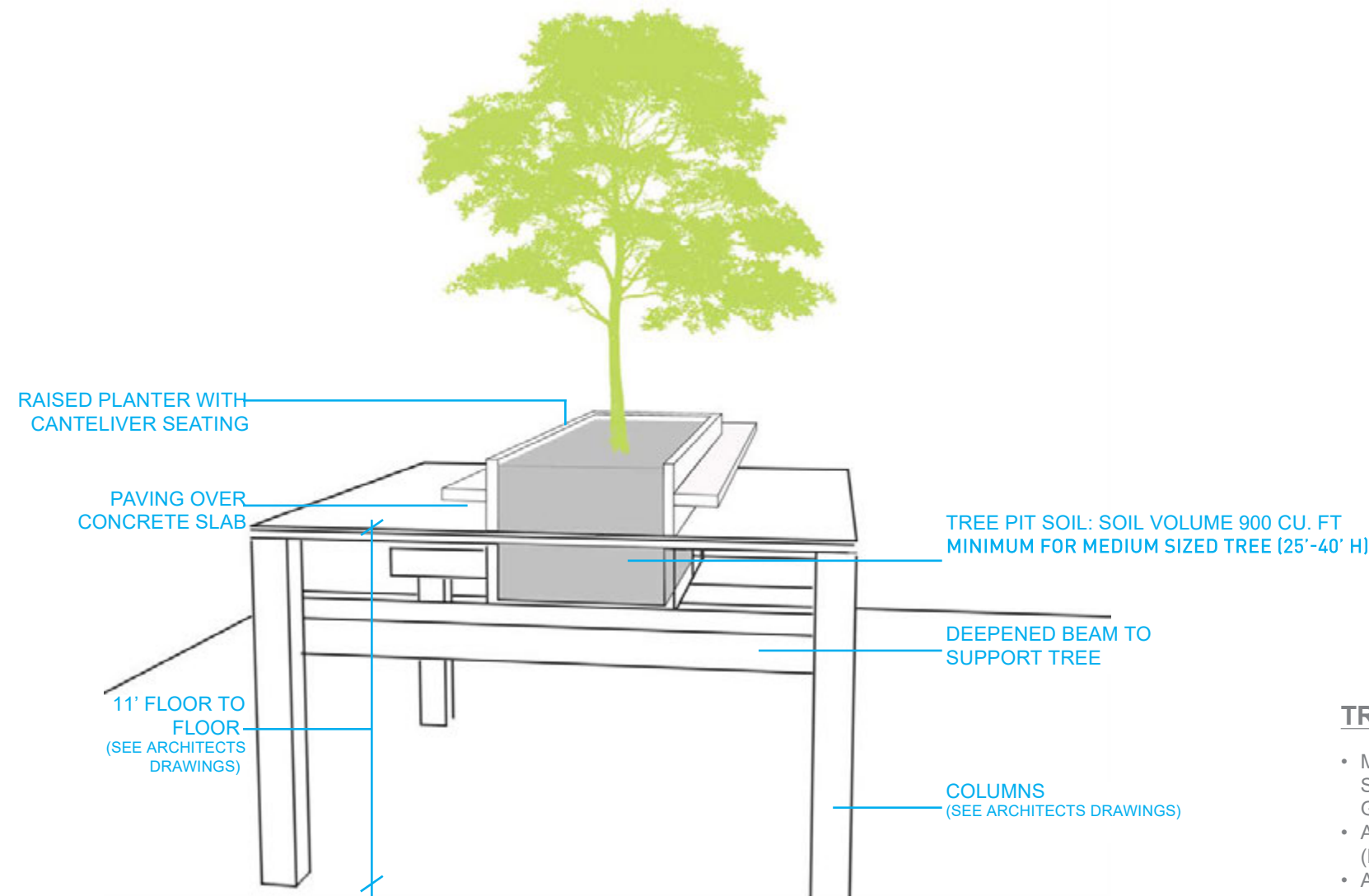
NOTE: THE 25% PLANTING REQUIREMENT IS BASED ON THE "COMMON OPEN SPACE" REQUIRED FOR THE PROJECT AS A WHOLE PER LAMC 12.21-G.2(A)

CANOPY TREES

CANOPY TREES REQUIRED
(1 TREE PER 4 RESIDENTIAL UNITS)
240 RES. UNITS 60

CANOPY TREES PROVIDED 60

NOTE: THE TREE COUNT REQUIREMENT IS BASED ON TOTAL RESIDENTIAL UNITS OF PROJECT AS A WHOLE AND INCLUDES STREET TREES IN ROW



TREE + PLANTING NOTES:

- MINIMUM TREE WELL DEPTH FOR TREES IS 42 INCHES. MINIMUM DEPTH FOR SHRUBS IS 30 INCHES, AND MINIMUM DEPTH FOR HERBACEOUS PLANTING AND GROUND COVERS IS 18" INCHES.
- ALL TREE WELLS ALONG STREET SCAPE OVER GRADE TO BE 4'X10'X42" DEEP (MIN.)
- ALL SMALL TREES OVER PODIUM (LESS THAN 25' IN HEIGHT AT MATURITY) HAVE 600 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL MEDIUM SIZED TREES OVER PODIUM (25'-40' IN HEIGHT AT MATURITY) HAVE 900 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL LARGE SIZED TREES (GREATER THAN 40' IN HEIGHT AT MATURITY) HAVE 1,200 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL TREES ON PODIUM OR DECKS SHALL BE IN PLANTERS THAT ARE A MINIMUM OF 3' IN DEPTH
- NEW TREES PLANTED IN THE PUBLIC R.O.W. TO BE SPACED NOT MORE THAN AN AVERAGE SPACING OF 30' ON CENTER.
- ALL CANOPY TREES SHALL BE PLANTED AT A SIZE OF 24" BOX MINIMUM
- PLANTING TO BE COMPRISED OF A MAJORITY OF DROUGHT TOLERANT VARIETIES



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-33

OPEN SPACE CALCULATIONS (LANDSCAPE)

PER LAMC 12.21-G.2(A)

PLANTING AREA REQUIRED
(25% MINIMUM OF COMMON OPEN SPACE) 6,375 SF

PLANTING AREA PROVIDED 6,395 SF

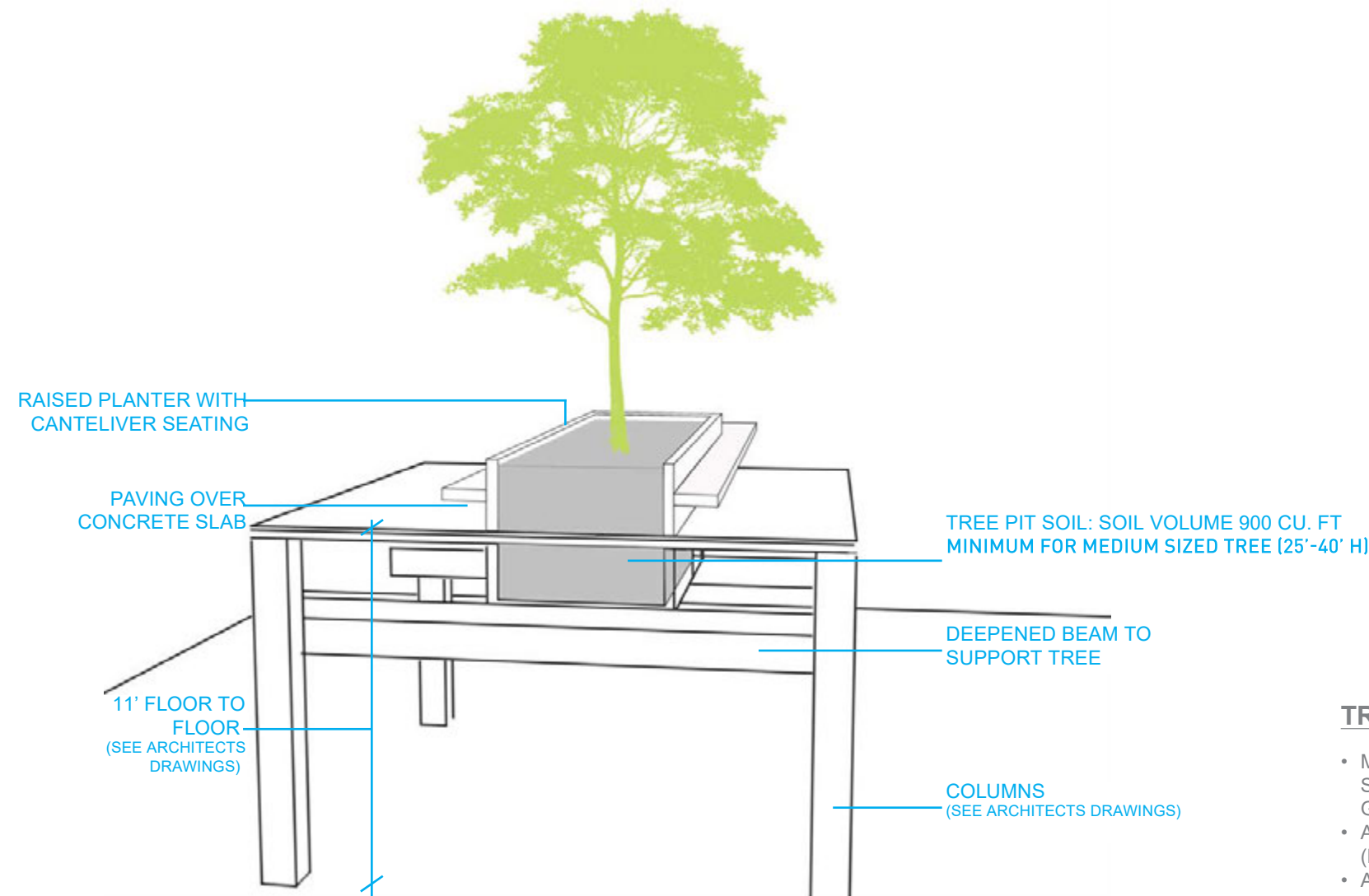
NOTE: THE 25% PLANTING REQUIREMENT IS BASED ON THE "COMMON OPEN SPACE" REQUIRED FOR THE PROJECT AS A WHOLE PER LAMC 12.21-G.2(A)

CANOPY TREES

CANOPY TREES REQUIRED
(1 TREE PER 4 RESIDENTIAL UNITS)
240 RES. UNITS 60

CANOPY TREES PROVIDED 60

NOTE: THE TREE COUNT REQUIREMENT IS BASED ON TOTAL RESIDENTIAL UNITS OF PROJECT AS A WHOLE AND INCLUDES STREET TREES IN ROW



TREE + PLANTING NOTES:

- MINIMUM TREE WELL DEPTH FOR TREES IS 42 INCHES. MINIMUM DEPTH FOR SHRUBS IS 30 INCHES, AND MINIMUM DEPTH FOR HERBACEOUS PLANTING AND GROUND COVERS IS 18" INCHES.
- ALL TREE WELLS ALONG STREET SCAPE OVER GRADE TO BE 4'X10'X42" DEEP (MIN.)
- ALL SMALL TREES OVER PODIUM (LESS THAN 25' IN HEIGHT AT MATURITY) HAVE 600 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL MEDIUM SIZED TREES OVER PODIUM (25'-40' IN HEIGHT AT MATURITY) HAVE 900 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL LARGE SIZED TREES (GREATER THAN 40' IN HEIGHT AT MATURITY) HAVE 1,200 CUBIC FEET MINIMUM OF SOIL PROVIDED.
- ALL TREES ON PODIUM OR DECKS SHALL BE IN PLANTERS THAT ARE A MINIMUM OF 3' IN DEPTH
- NEW TREES PLANTED IN THE PUBLIC R.O.W. TO BE SPACED NOT MORE THAN AN AVERAGE SPACING OF 30' ON CENTER.
- ALL CANOPY TREES SHALL BE PLANTED AT A SIZE OF 24" BOX MINIMUM
- PLANTING TO BE COMPRISED OF A MAJORITY OF DROUGHT TOLERANT VARIETIES



SOURCE: Studio Eleven – May 2022

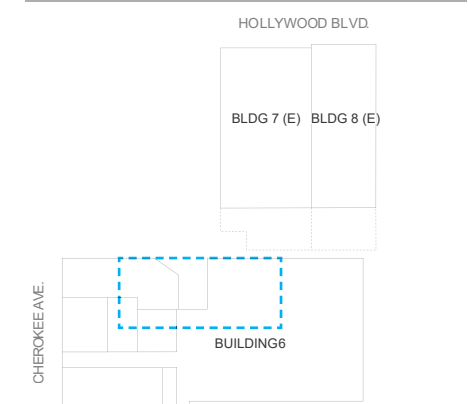
FIGURE 2.0-34



KEY NOTES:

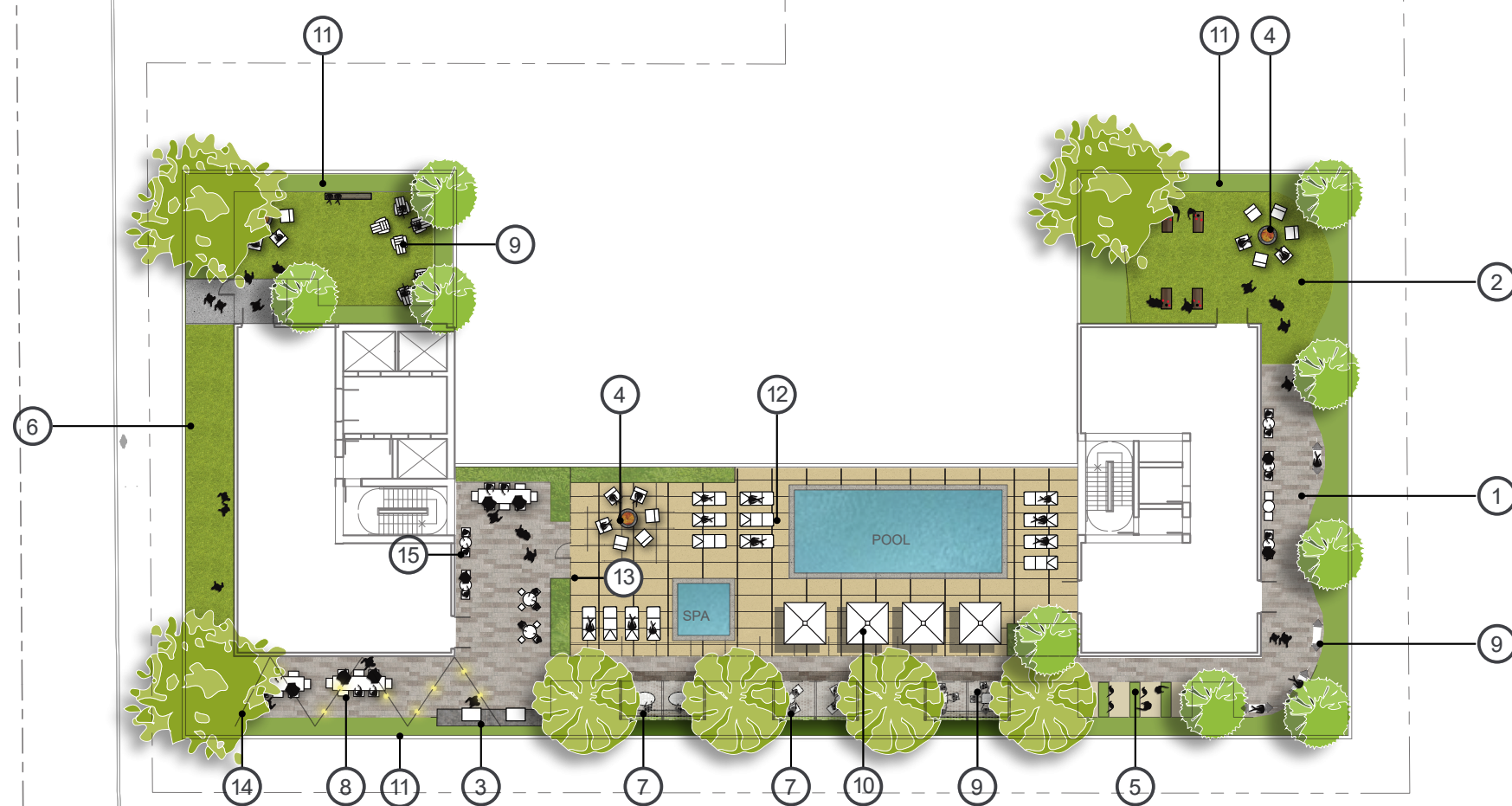
1. CONCRETE PAVERS ON PEDESTAL SYSTEM
2. ARTIFICIAL TURF FLEX SPACE
3. BBQ AND COUNTERTOP
4. RAISED PLANTERS
5. DINING STYLE SEATING
6. HAMMOCKS
7. PLANTING AREA, TYP.

KEYMAP



SOURCE: Studio Eleven – May 2022

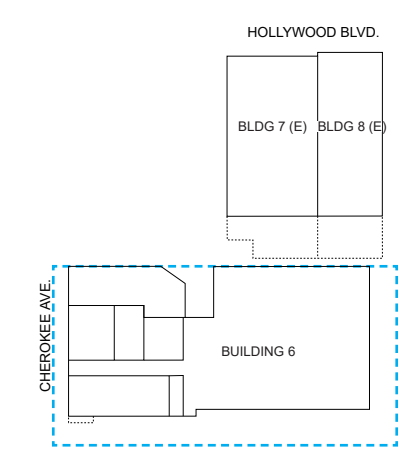
FIGURE 2.0-35



KEY NOTES:

- 1. CONCRETE PAVERSON PEDESTAL SYSTEM
- 2. ARTIFICIAL TURF FLEX SPACE
- 3. BBQ AND COUNTER TOP
- 4. FIRE PIT, TYP
- 5. RAISED GARDEN BEDS
- 6. DOG RUN
- 7. OVERHEAD CANTILEVER SHADE STRUCTURE AT OUTDOOR WORK SPACE
- 8. COMMUNAL STYLE SEATING
- 9. LOUNGE SEATING
- 10. CABANAS, TYP.
- 11. PLANTING AREA, TYP.
- 12. POOL DECK TILES
- 13. POOL DECK ENCLOSURE
- 14. OVERHEAD STRING LIGHTS
- 15. OUTDOOR DINING--2 TOPS, 4 TOPS, AND COMMUNITY TABLE

KEYMAP



SOURCE: Studio Eleven – May 2022

FIGURE 2.0-36

2.8 Approval Actions

The Applicant requests the following discretionary actions:

Site 1

1. Density Bonus Project with Ministerial Parking Reduction, Off-Menu Incentives and Waivers of Development Standards, pursuant to LAMC Section 12.22.A.25 and Gov. Code 65915 (as applicable), for a Project that sets aside 10% of its base density, or 40 units, for VLI households;
 - A. Applicant requests the following off-menu incentives pursuant to LAMC 12.22.A.25(d)(1) and Gov. Code 65915(d):
 - i. An incentive to allow commercial uses within the P Parcels.
 - ii. An FAR increase across the entire Property to allow 4.76 to 1 FAR in lieu of the otherwise permitted FAR.
 - B. Applicant requests the following waivers of development standards pursuant to Gov. Code 65915(e):
 - i. 2 waivers of LAMC Section 12.21.C.2 building separation requirements.
 - ii. Waiver of Building 2 to Building 1 separation requirement to allow 26 feet and 9 inches in lieu of 42 feet.
 - a. Waiver of Building 2 to Building 3 separation requirement to allow 20 feet in lieu of 42 feet.
 - iii. 5 waivers of LAMC 12.16.C.2's following side yard requirements:
 - a. Waiver of Building 1's northerly residential side yard requirement to allow 10 feet and 2 inches in lieu of the 16 feet requirement.
 - b. Waiver of Building 1's westerly residential side yard requirement to allow 5 feet and 5 inches in lieu of the 16 feet requirement.
 - c. Waiver of Building 2's southerly residential side yard requirement to allow 5 feet and 3 inches in lieu of the 16 feet requirement.
 - d. Waiver of Building 3's easterly residential side yard requirement to allow 11 feet in lieu of the 16 feet requirement.
 - e. Waiver of Building 3's southerly residential side yard requirement to allow 10 feet and 1 inch in lieu of the 16 feet requirement.
2. Site Plan Review, pursuant to LAMC Section 16.05.C.1(b), for a project that results in an increase of more than 50 dwelling units;
3. A Waiver of Dedications or Improvements, pursuant to LAMC Section 12.37.I, to waive:
 - A. The Project's 5-foot dedication requirements along North Cherokee Avenue.
 - B. The Project's 5-foot dedication requirement along North Las Palmas Avenue.

Site 2

1. Density Bonus, pursuant to LAMC Section 12.22.A.25, for a project that will set aside 11% of base density, 27 dwelling units, for VLI, but does not seek a density bonus;
 - C. The Project requests a parking reduction of 0.5 spaces per unit pursuant to AB 2345/Government Code Section 65915(p)(2)(A).
 - i. The Project requests two Off Menu Incentives pursuant to LAMC 12.22.A.25 and Government Code Section 65195(d)(1) to allow:
 - a. An FAR of approximately 4.5:1; and
 - b. Commercial parking requirement reduction to allow 7 commercial parking spaces in lieu of the otherwise applicable LAMC requirements;
 - ii. A Waiver of Development Standards pursuant to Government Code Section 65915(e) to allow for a maximum height of approximately 152' 4 ¾" in lieu of the otherwise required 45 feet;
 - iii. A Waiver of Development Standards to permit reduced side yard setbacks of 10'4" in lieu of the otherwise required 16' requirement;
 - iv. A Waiver of Dedication and Improvement pursuant to LAMC Section 12.37.I, for the portion of the Project along N. Cherokee Avenue, as the dedication or improvement required is physically impractical;
2. A Master Conditional Use Permit, pursuant to LAMC Section 12.24.W.1, to permit the on-site sale and consumption of a full line alcoholic beverages throughout the Project's restaurant component that consists of 5 restaurants including outdoor patios; and
3. The Project also requests Site Plan Review, pursuant to LAMC Section 16.05.C.

2.9 Construction

Construction of the proposed Project is expected to last approximately 31 months. The proposed Project buildout year is 2027. Construction activities would fall into four principal phases: (1) site preparation and demolition; (2) building foundation; (3) structure construction; and (4) exterior & interior finishing. Maximum excavation required for the construction of the Project is estimated at 102,000 cubic yards (cy) and 41 ft. in depth. The planned construction traffic would utilize the US-101 Freeway via main streets.

During construction some building operations would be temporarily affected. Up to 15 on-street public parking spaces adjacent to the Project Site would be affected during construction.

2.10 Related Projects

In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

Based on this guidance, an adequate discussion of potential cumulative impacts can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, Statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation, as shown in **Table 2.0-1: Related Projects List**. In addition, the growth projections contained in the SCAG RTP/SCS were considered when evaluating cumulative impacts.

**TABLE 2.0-1
RELATED PROJECTS LIST**

NO.	NAME	ADDRESS	USES
1.	Apartments	1601 N. Las Palmas Ave	202 apartments (69 affordable)
2.	1719 Whitley Hotel	1719 N. Whitley Ave	156 hotel rooms
3.	6753 Selma MU	6753 Selma Ave	51 apartment units and 438 sf ground floor retail
4.	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail
5.	Mixed-Use	1524-1538 N. Cassil Pl	200 apartment units and 1,400 sf restaurant
6.	160 Schrader	1600 Schrader Blvd	168 hotel rooms and 5,979 sf restaurant
7.	Hudson Building	6523 W. Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage
8.	Residential	1818 N Cherokee Ave	65 apartment units and 21 affordable housing units
9.	1637 N. Wilcox MU	1637 N. Wilcox Ave	93 apartment units, 61 affordable housing units and 6,586 sf commercial
10.	Hollywood Crossroads	1540-1552 Highland Ave and 6701 W. Sunset Blvd	950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses
11.	Wilcox Hotel	1717 N. Wilcox Ave	133 hotel rooms and 3,580 sf retail

2.0 Project Description

12.	1723 N. Wilcox	1723 N. Wilcox Ave	81 room hotel and 2,236 sf restaurant
13.	Citizen News	1545 N. Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant
14.	Montecito Senior Housing	6650 W. Franklin Ave	68 senior apartment units
15.	6831 Hawthorn Ave MU	6831 Hawthorn Ave	140 residential units and 1,207 sf restaurant
16.	Hollywood & Wilcox	6430-6440 W. Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant
17.	Selma – Wilcox Hotel	6421 Selma Ave	114 hotel rooms and 1,993 sf restaurant
18.	Wilcox & Selma Residential Project	6422 W. Selma Ave	40 apartment units and 5 affordable housing units
19.	1708 Cahuenga	1708 N. Cahuenga Blvd	217,269 sf office/commercial
20.	Hotel & Restaurant Project	6381 W. Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant
21.	6445 Sunset	6445 Sunset Blvd	175 hotel rooms and 11,400 sf restaurant
22.	Cahuenga Boulevard Hotel	1525 N. Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant
23.	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant
24.	Apartments	1411 N. Highland Ave	76 apartment units and 2,500 sf commercial
25.	Artisan Hollywood	1520 N. Cahuenga Blvd	243 residential units, 27 affordable housing units and 6,805 sf restaurant
26.	1921 Wilcox Residential	1921 Wilcox Ave	99 apartment units
27.	Ivar Gardens Hotel	6409 W. Sunset Blvd	275 hotel rooms and 1,900 sf retail
28.	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant
29.	Hollywood Center MU (Formerly Millenium)	1720 N. Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail
30.	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant
31.	Pantages Theater Office	6225 W. Hollywood Blvd	210,000 sf office
32.	Mixed-Use	1233 N. Highland Ave	72 apartment units and 12,160 sf commercial
33.	Academy Square	1341 Vine St and 6332 W. De Longpre Ave	285,719 sf office, 200 apartment units and 16,135 sf restaurant

2.0 Project Description

34.	Sunset Vine 2	6262 & 6266 W. Sunset Blvd	150 multi-family units and 13,130 sf restaurant
35.	Hotel	6830 W. Sunset Blvd	24 hotel rooms
36.	Mixed-Use/Commercial/dwelling	6817 W. Hawthorn Ave	137 apartment units and 1,207 sf commercial
37.	Units	1301 N. Cherokee Ave	18 apartment units
38.	Apartments	6535 Fountain Ave	31 apartment units, 3 affordable apartment units
39.	Commercial	1708 N. Cahuenga Blvd	217,269 sf office commercial building
40.	Apartments	1818 N. Cherokee Ave	86 apartment units (including 21 affordable units)
41.	Apartments	6555 W. Franklin Ave	New construction of 25 apartment units, 3 affordable units
42.	Proposed restaurant	6726 W. Sunset Blvd	3,172 sf restaurant
43.	Highland Ave Indigo Hotel Project	1841 N. Highland Ave	100 hotel rooms (business)
44.	Hyatt House Hotel & Retail	6611 W. Hollywood Blvd	167 hotel rooms, 10,500 sf retail, and 5,400 sf restaurant
45.	Restaurant Expansion	1615 N. Cahuenga Blvd	Expand existing 6,632 sf restaurant to 10,270 sf
46.	Sunset & Wilcox Mixed-Use	6450 W. Sunset Blvd	431,032 sf office and 12,386 sf restaurant
47.	6766 Hawthorn Micro-Housing Residential Mixed-Use	6766 W. Hawthorn Ave	58 apartment units (7 affordable units) and 220 sf retail
48.	Apartments and Retail	6611 Hollywood	146 apartments and 15,000 sf retail

3.0 SCEA CRITERIA

3.1 Regulatory Background

The State of California adopted Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, to outline growth strategies and better integrate regional land use and transportation planning in a way that will help the State meet its GHG reduction mandates. SB 375 requires that the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" within their respective regional transportation plans to achieve their respective region's GHG emission reduction targets set by CARB.

SCAG is the metropolitan planning organization that has jurisdiction over the Project Site. Pursuant to SB 375, CARB updated GHG emission reduction targets in 2018 for the SCAG region to an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.¹ On September 3, 2020, SCAG adopted the *2020–2045 RTP/SCS: Connect SoCal*. The *2020–2045 RTP/SCS* outlines strategies that meet or exceed these targets set by CARB.² On October 30, 2020, pursuant to California Government Code Section 65080(b)(2)(1), CARB accepted SCAG's determination that its *2020–2045 RTP/SCS* would, when implemented, meet the applicable 2035 greenhouse gas (GHG) emissions reduction target for automobiles and light trucks as established by CARB in 2018, specifically, a 19 percent per capita reduction by 2035 relative to 2005 levels.³

3.2 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (PRC Section 21155 (a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in the SCAG *2020–2045 RTP/SCS*;
2. Contains at least 50 percent residential use, based on total building square footage and if, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; and
3. Provides a minimum net density of at least 20 units per acre; and

1 California Air Resources Board (CARB). "SB 375 Regional Plan Climate Targets." <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>. Accessed August 2022.

2 Southern California Association of Governments (SCAG). *2020–2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. Accessed August 2022.

3 CARB. *Executive Order No. G-20-239*. <https://scag.ca.gov/sites/main/files/file-attachments/carb-2020-scs-evaluation-packet.pdf?1606337689>. Accessed August 2022.

4. Is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020–2045 RTP/SCS.

Consistency with Criterion 1: Project use designation, density, building intensity, and applicable policies specified for the Project area in the SCAG 2020–2045 RTP/SCS.

The Project does not conflict with applicable goals and policies in the SCAG 2020–2045 RTP/SCS, as demonstrated by the analysis presented in **Table 3.0-1: Consistency Analysis 2020–2045 RTP/SCS**. Goals and policies that are not applicable are those not identified for implementation by local jurisdictions. The Project’s consistency with all actions/strategies identified for implementation by the local jurisdictions is assessed below.

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
Goal 1: Encourage regional economic prosperity and global competitiveness	No Conflict. This Goal is directed towards actions taken by SCAG and the City and does not apply to the Project.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The Project Site is located in an urbanized area in the City within a High-Quality Transit Area (HQTA) and a Transit Priority Area (TPA), as shown in Figure 3.0-1: Connect SoCal High-Quality Transit Areas and Figure 3.0-2: Connect SoCal Transit Priority Areas . The Project would develop 633 residential units, including studio, one-bedroom units and two-bedroom units. The Project Site is well served by mass transit with frequency of service intervals of 15 minutes or less during peak commute periods. An existing major transit stop is located approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking. The location of the Project encourages a variety of transportation options and access.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. While not necessarily applicable to an individual development project, the Project would support this goal by improving the viability of alternative forms of transportation by providing mixed use project with high density residential dwelling units that replace low intensity retail uses and surface parking lots in proximity to the Metro B Line Station at Hollywood and Highland and various bus routes on Hollywood Boulevard. A robust variety of transportation options will help to ensure the mobility needs of residents and visitors are met. Additionally, as discussed in the <i>Traffic</i>

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
	<p><i>Study</i> (see Appendix H of this document), the Project would not result in significant impacts on the surface transportation system.</p>
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent. While not necessarily applicable to an individual development project, the Project would support this goal by improving local access to alternative forms of transportation, with appropriate design considerations to account for future population growth and multimodal choices. Additionally, the Project will replace low intensity retail uses and surface parking with a mixed-use project with high density residential dwelling units approximately 1500 feet from the Metro B Line Station at Hollywood and Highland. Compared to current uses, the Project will increase the ability of numerous persons to use the Metro B Line.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent. The Project would replace low intensity retail uses and surface parking with new residential units and a mixture of commercial uses in a HQTAs and a TPA and would provide pedestrian and bicycle facilities. The Project Site location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking and use of the regional light rail and bus systems. Further, the Project would activate the street frontages adjacent to the proposed buildings and new landscaping, encouraging pedestrian activity. As mentioned previously, the Project would also include new bicycle facilities to encourage bicycle use. The Project would promote use of multimodal transportation options which would reduce greenhouse gas emissions and improve air quality.</p>
<p>Goal 6: Support healthy and equitable communities.</p>	<p>Consistent. The Project would place new residential units and commercial uses in a HQTAs and a TPA. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, and bicycle and public transportation use. Additionally, the Project's ground floor paseo area will provide pedestrians with a space to enjoy food and beverage offerings outdoors, outside the public right of way. By improving access to multimodal transportation options, the Project supports the development of a healthy and equitable community.</p>

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>Consistent. This policy is directed towards SCAG actions to support regional development pattern areas. However, the Project is an infill development within a HQTAs and a TPA, which is consistent with this policy. In regard to adaptation to a changing climate, the Project would comply with the California Green Building Standards Code (CALGreen) and the City’s Green Building Code, and would incorporate energy efficient lighting fixtures, ENERGY Star rated appliances for residential dwelling units, low-flow water features, and energy efficient mechanical heating and ventilation systems.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>No Conflict. This policy is directed towards SCAG actions to leverage the use of new transportation technologies using data-driven solutions. However, as stated above, the Project is an infill development within an HQTAs and a TPA, which both offer highly efficient travel opportunities, consistent with this policy.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The Project would provide 633 residential units currently proposed to include 11 studio units, 503 one-bedroom units and 119 two-bedroom units, with 67 dwelling units restricted as very low affordable dwelling units. The Project would contribute to a range of housing choices available to all persons, including existing employees and residents in the City. As stated above, the Project Site is located in an urbanized area in the City within a HQTAs and a TPA. As described in Section 2.0, Project Description of this document, the Project Site is well served by mass transit. An existing major transit stop is located approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 444 vehicle parking spaces.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>No Conflict. The Project is proposed on an infill development site in an urbanized area and would not directly or indirectly affect any natural or agricultural lands.</p>
<p>Guiding Principle 1: Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.</p>	<p>No Conflict. This principle is directed towards actions by SCAG and other public agencies in allocating transportation investments and does not apply to individual development projects.</p>
<p>Guiding Principle 2: Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.</p>	<p>No Conflict. This principle is directed towards actions by SCAG and other public agencies in allocating transportation system funding. However, the Project would contribute to a safe, well maintained, and efficient multimodal transportation system by placing new residential and commercial uses in a location that will encourage use of mass transit and including</p>

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>Guiding Principle 3: Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.</p>	<p>improvements that will promote pedestrian and bicycle use. Additionally, as discussed in the <i>Traffic Study (Appendix H)</i>, the Project would not result in significant impacts on the surface transportation system.</p> <p>No Conflict. This principle is directed towards the development of land use and growth strategies by public agencies and does not apply it to individual development projects. However, the Project advances the local smart growth initiatives of the City by locating residential and commercial uses designed to facilitate multiple modes of transportation.</p>
<p>Guiding Principle 4: Encourage RTP/SCS investments in strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.</p>	<p>No Conflict. This principle relates to RTP/SCS investments and not to individual development projects. However, the Project would support this principle as it is located within a HQTa and a TPA and would support public transportation and other alternative methods of transportation.</p>
<p>Guiding Principle 5: Encourage transportation investments that will result in improved air quality in public health, and reduced greenhouse gas emissions.</p>	<p>No Conflict. This principle is directed towards investments in transportation by public agencies and is not applicable to individual development projects. However, the Project leverages investments made in the regional light rail network by placing residential and commercial uses adjacent to a light rail line, which will encourage use of public transportation and result in improvements in air quality and reductions in greenhouse gas emissions.</p>
<p>Guiding Principle 6: Monitor progress on all aspects of the plan, including the timely implementation of projects, programs, and strategies.</p>	<p>No Conflict. This principle addresses monitoring of the implementation of actions by SCAG and is not applicable to individual development projects.</p>
<p>Guiding Principle 7: Regionally, transportation investments should reflect best known science regarding climate change vulnerability, in order to design for long term resilience.</p>	<p>No Conflict. This principle addresses regional transportation investments and is not applicable to individual development projects.</p>
<p>Core Vision Topic 1: Sustainable Development</p> <p>Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.</p>	<p>No Conflict. The Project leverages investments made in the regional light rail network by aligning land use planning by placing residential and commercial uses close to an existing major transit stop. Specifically, the Metro B Line station at Hollywood and Highland (a light rail station) is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. This location will encourage use of public transportation and result in improvements in air quality and reductions in greenhouse gas emissions. The Project would place new residential units and commercial uses in a HQTa and a TPA, which will bring housing, jobs, and mass transit closer together.</p>

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>Core Vision Topic 2: System Preservation and Resilience “Fix it First” has been a guiding principle for prioritizing transportation funding in the RTP for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost-effective manner and can also improve safety.</p>	<p>No Conflict. This topic addresses the maintenance of existing roadways and is not applicable to individual development projects.</p>
<p>Core Vision Topic 3: Demand and System Management Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.</p>	<p>No Conflict. This topic addresses better managing the existing transportation system through demand management strategies. By placing housing and commercial uses near a variety of mass transit options, the Project will support demand management strategies by increasing mass transit use.</p>
<p>Core Vision Topic 4: Transit Backbone Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.</p>	<p>Consistent. The Project is a transit-oriented mixed-use project that supports this core vision topic of developing transit-oriented communities.</p>
<p>Core Vision Topic 5: Complete Streets Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.</p>	<p>Consistent. The Project supports increasing mobility choices by placing housing and commercial uses near to a variety of mass transit options and improvements that promote walking, bicycle use, and ridesharing. Additionally, the Project’s ground floor paseo area will provide pedestrians a space to enjoy food and beverage offerings outdoors, outside the public right of way.</p>
<p>Core Vision Topic 6: Goods Movement The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.</p>	<p>No Conflict. This core vision topic addresses the movement of goods and is not applicable to the development of new housing and commercial uses. Nonetheless, the Project Site’s location near a variety of mass transit options will minimize environmental and health impacts, which will indirectly foster continued economic growth.</p>
Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options	
<p>Sustainable Community Strategy 1a: Emphasize land use patterns that facilitate</p>	<p>Consistent. The location of the mixed-use Project would encourage the use of multimodal transportation options, including walking, bicycling, and use of public</p>

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>multimodal access to work, educational and other destinations.</p> <p>Sustainable Community Strategy 1b: Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</p>	<p>transportation. The Project Site is located near the Metro B Line and bus lines. An existing major transit stop is located approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2, with peak commute service intervals of 15 minutes or less.</p> <p>Consistent. The Project promotes a regional jobs/housing balance that would reduce commute times and distances and expand job opportunities by placing housing and commercial uses near a light rail line and a variety of bus routes, and various employment opportunities in the Hollywood Community.</p>
<p>Sustainable Community Strategy 1c: Plan for growth near transit investments and support implementation of first/last mile strategies</p>	<p>Consistent. The Project leverages investments made in the regional light rail network placing residential and commercial uses near a light rail line and numerous bus routes which will encourage use of public transportation to implement first/last mile strategies.</p>
<p>Sustainable Community Strategy 1d: Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.</p>	<p>Consistent. The Project involves the proposed redevelopment of an existing site with underperforming commercial uses and surface parking lots in order to develop a mixed-use commercial and residential project that would support the use of multimodal transit and increased pedestrian activity within the Project Site's vicinity.</p>
<p>Sustainable Community Strategy 1e: Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.</p>	<p>Consistent. The Project involves the proposed redevelopment of a low-intensive use of land in at infill location near a regional light rail line consistent with this strategy.</p>
<p>Sustainable Community Strategy 1f: Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).</p>	<p>Consistent. The Project Site is located in a HQTa and a TPA and would develop new residential and commercial uses on a major commercial corridor near a light rail line. The location and design of the Project provides access to a variety of transportation options that will reduce the need for, and reliance on, solo car trips.</p>
<p>Sustainable Community Strategy 1g: Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).</p>	<p>Consistent. The Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 444 vehicle parking spaces, which is less parking than required by the LAMC and consistent with State Density Bonus Law (Government Code Section 65915(p)) permissible parking reductions.</p>
Sustainable Community Strategy 2: Promote Diverse Housing Choices	
<p>Sustainable Community Strategy 2a: Preserve and rehabilitate affordable housing and prevent displacement.</p>	<p>No Conflict. The Project proposes the redevelopment of two sites developed with commercial uses and surface parking and would not displace any existing affordable housing.</p>

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
Sustainable Community Strategy 2b: Identify funding opportunities for new workforce and affordable housing development.	No Conflict. This strategy addresses funding opportunities for new workforce and affordable housing development. The Project as proposed would include 67 residential units reserved as very low affordable housing.
Sustainable Community Strategy 2c: Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	No Conflict. This strategy addresses the regulation of accessory dwelling units and is not applicable to the proposed mixed-use transit-oriented development infill project.
Sustainable Community Strategy 2d: Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	No Conflict. This strategy applies to local jurisdictions and does not apply to development projects. Nevertheless, the Project is infill transit-oriented development, including housing that will support reduction of greenhouse gas emissions.
Sustainable Community Strategy 3: Leverage Technology Innovations	
Sustainable Community Strategy 3a: Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking /drop off space.	Consistent. Of the Project's 444 parking spaces, 30 percent will be EV Ready, of which 10 percent will be EV Charging Stations, in accordance with Ordinance No. 186485. The 444 parking spaces would consist of 336 spaces on Site 1 and 108 spaces on Site 2.
Sustainable Community Strategy 3b: Improve access to services through technology such as telework and telemedicine as well as other incentives such as a "mobility wallet", an app-based system for storing transit and other multi modal payments.	No Conflict. This strategy addresses technology options to reduce transportation impacts and does not apply to individual development projects.
Sustainable Community Strategy 3c: Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	No Conflict. This strategy applies to local power generation technologies on a community wide scale and does not apply to individual development projects. However, the Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems, and features wherever feasible, including energy efficient lighting fixtures, ENERGY Star rated appliances for residential dwelling units, low-flow water features, and energy efficient mechanical heating and ventilation systems.
Sustainable Community Strategy 4: Support Implementation of Sustainability Policies	
Sustainable Community Strategy 4a: Pursue funding opportunities to support local	No Conflict. This policy addresses pursuing funding to support local sustainable development implementation

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

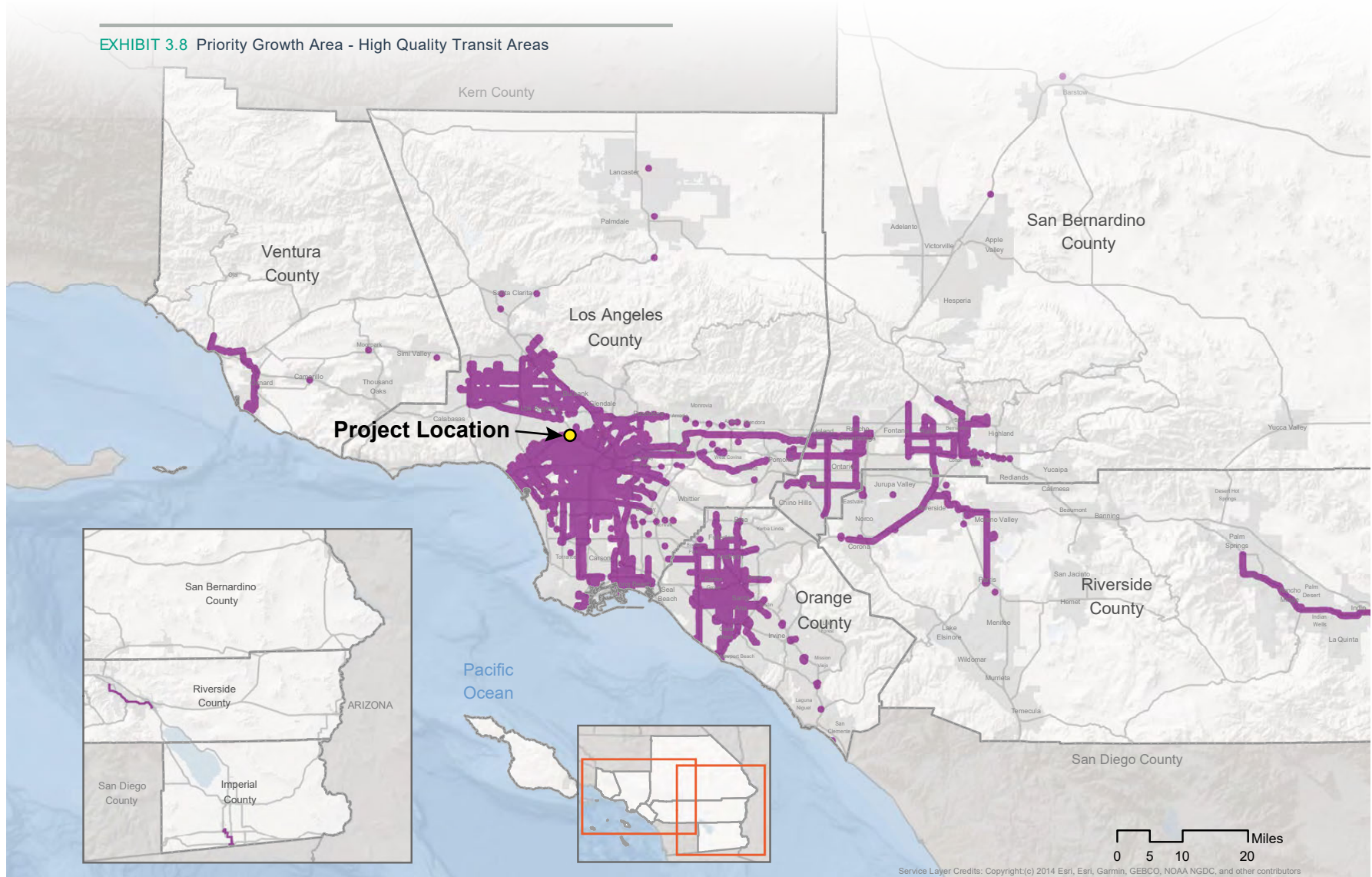
GOALS AND POLICIES	CONSISTENCY ANALYSIS
sustainable development implementation projects that reduce greenhouse gas emissions.	projects that reduce greenhouse gas emissions. By locating mixed use development near a light rail line and near numerous bus routes, the Project will reduce reliance on auto travel and will reduce greenhouse gas emissions.
Sustainable Community Strategy 4b: Support statewide legislation that reduces barriers to new construction and that incentivizes development new transit corridors and stations.	No Conflict. This strategy is directed towards SCAG support for statewide legislation and does not apply to individual development projects.
Sustainable Community Strategy 4c: Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	No Conflict. This strategy is directed towards SCAG support for public finance programs to support sustainable infrastructure and development projects and does not apply to individual development projects.
Sustainable Community Strategy 4d: Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	No Conflict. This strategy addresses SCAG working with local agencies on sustainability strategies and does not apply to individual development projects.
Sustainable Community Strategy 4e: Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	No Conflict. This strategy is directed towards SCAG actions and does not apply to individual development projects.
Sustainable Community Strategy 4f: Continue to support long range planning efforts by local jurisdictions.	No Conflict. This strategy is directed towards SCAG actions and does not apply to individual development projects.
Sustainable Community Strategy 4g: Provide educational opportunities to local decisionmakers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.	No Conflict. This strategy is directed towards SCAG actions and does not apply to individual development projects.
Sustainable Community Strategy 5: Promote a Green Region	
Sustainable Community Strategy 5a: Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	No Conflict. This strategy addresses SCAG support of local planning efforts related to community resiliency and does not apply to individual development projects.
Sustainable Community Strategy 5b: Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	No Conflict. This strategy addresses SCAG support for local policies on renewable energy production, reduction of urban heat islands and carbon sequestration and does not apply to individual development projects. However, the Project would be consistent with this strategy in that the Project would

**TABLE 3.0-1
CONSISTENCY ANALYSIS 2020–2045 RTP/SCS**

GOALS AND POLICIES	CONSISTENCY ANALYSIS
<p>Sustainable Community Strategy 5c: Integrate local food production into the regional landscape.</p>	<p>provide new outdoor open space areas including courtyards, a rooftop deck, a rooftop pool deck, and ground floor paseos as part of its design which would reduce the urban heat island characteristics of the Project.</p>
<p>Sustainable Community Strategy 5d: Promote more resource efficient development focus on conservation, recycling and reclamation.</p>	<p>No Conflict. This strategy addresses local food production in the region and does not apply to individual development projects.</p> <p>No Conflict. This strategy is directed towards actions by SCAG to promote resource efficiency. and does not apply to individual development projects. However, the Project would comply with the California Green Building Standards Code (CALGreen), and incorporate eco-friendly building materials, systems, and high-performance building envelopment. Additionally, the Project would be designed and constructed to incorporate environmentally sustainable design features that would be equivalent to the Silver level under the LEED green building program. As such, the Project would promote resource efficient development.</p>
<p>Sustainable Community Strategy 5e: Preserve, enhance and restore regional wildlife connectivity.</p>	<p>No Conflict. This policy addresses regional wildlife movement and corridors and does not apply to an infill development project. The Project would not remove any areas that have significant value as wildlife habitat as the Project site is located in an urban developed area and has been previously developed.</p>
<p>Sustainable Community Strategy 5f: Reduce consumption of resource areas, including agricultural land.</p>	<p>No Conflict. The Project would involve the redevelopment of land in an urbanized area and would not result in the consumption of resource areas. By accommodating housing and commercial uses in an urbanized area the Project will reduce the need to accommodate development on resource lands.</p>
<p>Sustainable Community Strategy 5g: Identify ways to improve access to public park space.</p>	<p>No Conflict. This strategy addresses access to public park space and does not apply to individual development projects. The Hollywood Community Plan identifies 19 parks and recreational facilities in the Community Plan Area. Open space comprises 39 percent of the Community Plan Area's total acreage. The Project would include publicly accessible open space near a light rail line and near numerous bus lines and would also include improvements to pedestrian and bicycle facilities that would enhance access to mass transit which can be uses to access public park space in the area.</p>

Source: SCAG, Connect SoCal, 2020–2045 RTP/SCS, September 2020.

EXHIBIT 3.8 Priority Growth Area - High Quality Transit Areas



High Quality Transit Areas (2045)

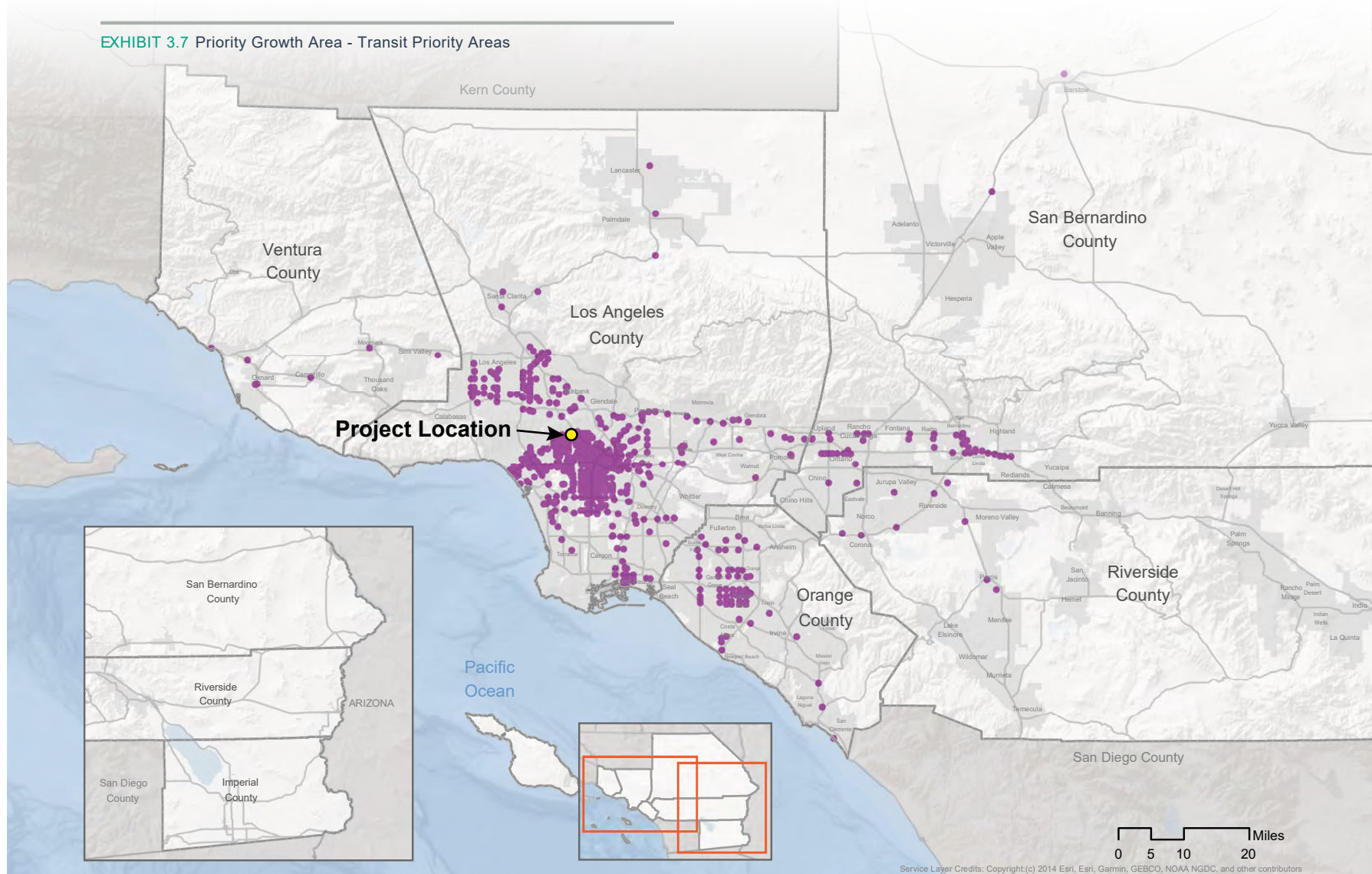
■ HQTA

Note: SCAG's High Quality Transit Area (HQTA) is within one-half mile from major transit stops and high quality transit corridors (HQTC). SCAG identifies major transit stops and HQTCs using the methodology described in the Transit Technical Report. Major transit stops and HQTCs are extracted from 2045 plan year data of Connect SoCal.

SOURCE: County Transportation Commissions, SCAG, 2019

FIGURE 3.0-1

EXHIBIT 3.7 Priority Growth Area - Transit Priority Areas



Transit Priority Areas (2045)

■ TPA

Note: Transit priority area (TPA) refers to an area within one-half mile of a major transit stop that is existing or planned. SCAG identifies major transit stops and transit priority areas using the methodology described in the Transit Technical Report. Major transit stops are extracted from 2045 plan year data of Connect SoCal.

SOURCE: County Transportation Commissions, SCAG, 2019

FIGURE 3.0-2

General Use Designations

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 (LDCs): 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.⁴

The Project Site is within an area designated as “Urban” LDC with the highest density and intensity of land development as determined by SCAG. SCAG describes the Urban LDC as areas often found within and/or directly adjacent to moderate and high-density urban centers, where virtually all new development would be considered infill or redevelopment. Housing tends to be higher density comprised of multifamily and attached single-family (townhome) varieties, which overall, consume less water and energy than larger residences in less urban locations. Urban LDC areas have high levels of mobility, particularly for people who choose not to drive or do not have access to a vehicle, seen through the presence of a variety of regional and local transit services and a development pattern that is conducive to walking. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.

The Project is consistent with the general use designations of the Urban Land Use Development Category as it is an infill redevelopment of higher density multifamily residential and a mixture of commercial uses in a location with high level of mobility due to its access to mass transit, including the Metro B Line Station at Hollywood and Highland and various bus routes along Hollywood Boulevard. The Project is located within a HQTAs as defined by SCAG and a TPA as defined by SB743. Furthermore, the Project Site is within walking distance of many community services and amenities.

Density and Building Intensity

The Project Site is consistent with the City Mixed Use place type. SCAG defines a City Mixed Use area as “transit oriented and walkable areas, and contain a variety of uses and building types.” Within this place type, buildings are typically “between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residences on the floors above.”⁵ The Project proposes buildings between 7 and 15 stories tall with ground-floor retail space, office uses and residences on the floors above.

⁴ SCAG. *2020–2045 RTP/SCS*. Pg. 45.

⁵ SCAG. *2020-2045 RTP/SCS*. Appendix 1, pg. 2.

The Project would develop a complex of new mid-rise mixed-use buildings with retail/restaurant commercial, office and residential, with approximately 67,328 square feet of restaurant/retail space (of which, 24,924 square feet is existing structure and will remain) and approximately 44,778 square feet of office (of which, 14,290 is existing structure and will remain) encompassing 8 buildings (4 of which are existing structures and will remain). Approximately 633 total residential dwelling units are proposed over ground floor retail/restaurant commercial space and office space.

While SCAG does not identify a specific density and building intensity levels for individual land use parcels or areas within the SCAG 2020–2045 RTP/SCS, it does note that TPAs, where the project is located, are areas where TOD development can be realized in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. HQTAs are areas for sensitively designed transit-oriented development that can preserve existing development patterns and neighborhood character while providing a balance of modal and housing choices. Existing land uses to the west, around the intersection of Hollywood Boulevard and Highland Avenue, feature buildings of similar height and density to the Project. In addition, existing residential buildings along McCadden Place between Hollywood Boulevard and Selma Avenue, just to the west of the Project, are between 6 and 8 stories in height. As such, the Project would be consistent with both existing development patterns and neighborhood character and the development scale and intensity envisioned by the SCAG 2020–2045 RTP/SCS.

Based on the City’s current household demographics the average household size is 2.8 persons per household.⁶ The construction of 633 units would result in an increase of approximately 1,772 new residents in the City. The current estimated City population is approximately 3,973,278 people.⁷ Therefore, the Project would represent a nominal increase of far less than one percent of the City’s current population. According to growth estimates from SCAG’s 2020–2045 RTP/SCS, the City had an estimated population of 3,933,800 people in 2016 and is projected to have a population of 4,771,300 in 2045.⁸ The addition of approximately 1,772 people would be well within the SCAG’s population forecasts for the City.

For all the foregoing reasons, the Project would be consistent with Criterion 1.

6 California Department of Finance (DOF). “E-5 Population and Housing Estimates.” <https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/>. Accessed August 2022.

7 City of Los Angeles. Department of City Planning. “2020 Citywide Demographic Profile.” https://planning.lacity.org/odocument/e62b0360-9669-4198-aafb-5cb66ed4bed7/standard_report2020.pdf. Accessed September 2022.

8 SCAG. *Adopted Final Connect SoCal 2020*. “Demographics & Growth Forecast.” <https://scag.ca.gov/read-plan-adopted-final-plan>. Accessed August 2022.

Consistency with Criterion 2: Based on total building square footage, the Project contains at least 50 percent residential use, and if Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

The Project includes the construction of a total floor area of approximately 604,255 square feet, containing 494,476 square feet of residential floor area, which is equivalent to approximately 82 percent of the Project's total. As such, the Project would be consistent with Criterion 2 since the Project would contain more than 50 percent residential use.

Consistency with Criterion 3: The Project includes a minimum net density of at least 20 dwelling units per acre.

The Project Site includes a net total area of 129,733 sq. ft. (2.98 acres). The Project includes 633 dwelling units, resulting in a density of 212 dwelling units per acre over 2.98 acres. As such, the Project would be consistent with Criterion 3 in that it exceeds a net density of 20 units per acre.

Consistency with Criterion 4: The Project Site is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020–2045 RTP/SCS.

A major transit stop is defined 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” and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155[b]). A high-quality transit corridor is “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours” (PRC Section 21155[b]).⁹ The City defines peak hours as between 6 a.m. and 9 a.m. and between 3 p.m. and 7 p.m.¹⁰

The Project Site is located approximately 1/4 mile east of the Metro B Line Hollywood/Highland Station and is, therefore, located near a major transit stop. The Metro B Line operates weekday,

9 State of California. Legislative Information. *Public Resources Code* (PRC). Division 13. Environmental Quality [21000 – 21189.91]. Chapter 4.2: Implementation of the Sustainable Communities Strategy. https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21155. Accessed November 2022.

10 City of Los Angeles. Department of City Planning. *Transit Oriented Communities Incentive Program Guidelines* (TOC Guidelines). Revised February 26, 2018. <https://planning.lacity.gov/odocument/39fae0ef-f41d-49cc-9bd2-4e7a2eb528dd/TOCGuidelines.pdf>. Accessed December 2023.

weekend, and holiday service between Downtown Los Angeles and North Hollywood. Weekday, weekend, and holiday service operates from 4:31 AM to 12:22 AM.¹¹ This Metro light rail line operates at approximately 12-minute intervals.

The Project Site is located within a HQTAs defined by SCAG and TPA under SB 743. Since the Project Site is located within 0.5 miles of a major transit stop, it is not required to further demonstrate its proximity to intersecting bus routes or high-quality transit corridors that provide bus service intervals of 15 minutes or less. However, the Project Site is also located in proximity to multiple bus stops with high frequency transit service, as it is serviced by nearby mass transit lines including DASH Hollywood Clockwise and Hollywood Counterclockwise and regular Metro Lines 2, 212, 217, and 224.¹² As such, the Project would be consistent with Criterion 4.

11 Metro. "Metro Maps and Schedules." Metro B Line (Red). <https://www.metro.net/riding/guide/b-line/>. Accessed September 2022.

12 Metro. "Metro System Maps." Bus and Rail System Detail. <https://www.metro.net/riding/guide/system-maps/>. Accessed August 2022.

4.0 MITIGATION MEASURES FROM PRIOR EIRs

4.1 Incorporation of Mitigation from Prior EIRs

PRC Section 21155.2(a) requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). There are two prior EIRs applicable to the Project Site:

1. *SCAG 2020–2045 RTP/SCS Program EIR*, September 2020.
2. *Hollywood Community Plan EIR*, 1988.
3. *Hollywood Community Plan Update EIR*, August 2021.¹

To comply with PRC Section 21151.2(a), the City has reviewed all mitigation measures contained in the SCAG 2020–2045 RTP/SCS Program EIR, the Hollywood Community Plan EIR and the Hollywood Community Plan Update EIR and determined their applicability to the Project. For each such applicable mitigation measure, the City considered whether to incorporate the prior mitigation measures as stated in those EIR's or an equally or more effective City mitigation measure or federal, State, regional, or City regulation.

The project would incorporate all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made with a statement of override pursuant to PRC Section 21081, including the 2020-2045 RTP/SCS Program Environmental Impact Report (Program EIR) and the Hollywood Community Plan Update Environmental Impact Report (Program EIR).

The tables below include the mitigation measures from each of these prior applicable EIRs and identify which measures have been incorporated into the Project and which measures have not been incorporated into the Project and the reasons for not incorporating those measures. Measures incorporated into the Project are also identified within **Section 5: Environmental Impact Analysis** of this SCEA:

1 The City is still in its final steps of the formal adoption and implementation process of the Hollywood Community Plan Update. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update. Following adoption of the Plan, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with State law, which can take approximately six months to a year. After this process is complete, the Plan will be brought into effect by the City Council. These mitigation measures are included for informational purposes at this time and would only apply to the Project if this SCEA is adopted and the Project is implemented after final Certification of the Hollywood Community Plan Updated EIR by the City Council.

2020–2045 RTP/SCS Program EIR

The SCAG 2020–2045 RTP/SCS Program EIR identified mitigation measures designed to help avoid or minimize significant environmental impacts. Mitigation measures in the Program EIR are categorized into two categories: (1) Mitigation measures to be implemented by SCAG in its role as the Metropolitan Planning Organization (MPO) for the SCAG Region; and (2) mitigation measures that may be considered by Lead Agencies in conjunction with evaluation and consideration of individual projects. **Table 4.0-1: Mitigation Measures from the 2020–2045 RTP/SCS Program EIR Incorporated into the Project** and **Table 4.0-2: Mitigation Measures from the 2020–2045 RTP/SCS Program EIR Not Incorporated into the Project** address category (2): mitigation measures that may be considered by Lead Agencies in conjunction with evaluation and consideration of individual projects.

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
GEOLOGY & SOILS		
<i>Paleontological resources</i>	<p>PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. 	This mitigation measure is incorporated as SCAG RTP/SCS Program EIR PMM GEO-2 as identified in the analysis of this topic in Section 5 of this SCEA.

2 The SCAG 2020–2045 RTP/SCS Program EIR identified programmatic mitigation measures to be implemented by SCAG, identified as SCAG Mitigation Measures (SMMs), and project-level mitigation measures, identified as Project Mitigation Measures (PMMs), that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p>	

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA, and the repository curating the collected artifacts and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	
NOISE		
<p><i>Expose people to noise in excess of local standards. Excessive groundborne vibration or noise levels. Substantial permanent increase in noise level. Substantial temporary increase in noise levels.</i></p>	<p>PMM NOI-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that expose people to excessive noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. 	<p>The Project would incorporate the intent of this mitigation measure through the implementation of project specific mitigation measures MM-NOI-1 and MM-NOI-2 as identified in Section 5 of this SCEA. These measures would reduce substantial adverse noise and vibration effects through either some of the measures listed in PMM NOI-1 or comparable measures to those listed that have been designed specifically to address the effects of the Project.</p>

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned 	

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> <li data-bbox="415 334 1283 513">l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. <li data-bbox="415 529 1283 643">m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; <li data-bbox="415 659 1283 773">n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. <li data-bbox="415 789 1283 902">o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. <li data-bbox="415 919 1283 1097">p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. <li data-bbox="415 1114 1283 1162">q) Use of portable barriers in the vicinity of sensitive receptors during construction. <li data-bbox="415 1179 1283 1308">r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets) and implement if such measures are feasible and would noticeably reduce noise impacts. <li data-bbox="415 1325 1283 1373">s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. <li data-bbox="415 1390 1283 1414">t) Maximize the distance between noise-sensitive land uses and new 	

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.</p> <ul style="list-style-type: none"> u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. 	
<p><i>Expose people to excessive ground borne vibration or noise.</i></p>	<p>PMM NOI-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to temporary construction noise, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction 	<p>The Project would incorporate the intent of this mitigation measure through the implementation of project specific mitigation measures MM-NOI-1 and MM-NOI-2 as identified in Section 5 of this SCEA. These measures would reduce substantial adverse noise and vibration effects through measures that are included in those listed in PMM Noise-2 or are comparable to those listed and have been defined specifically to address the effects of the Project,</p>

TABLE 4.0-1²
MITIGATION MEASURES FROM THE 2020–2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR PROJECT MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>methods to not exceed the thresholds.</p> <p>c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</p> <p>d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</p> <p>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps).</p> <p>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</p>	

Source: 2020–2045 SCAG/RTP SCS FEIR, September 2021.

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
AESTHETICS		
<i>Scenic Vistas</i>	<p>PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. 	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The Project is a mixed-use residential project within a transit priority area.</p> <p>Furthermore, the City has determined, based on the analysis of this topic in Section 5 of this SCEA that the Project’s impacts would not have an adverse aesthetic effect as a matter of law.</p>

3 The SCAG 2020–2045 RTP/SCS Program EIR identified programmatic mitigation measures to be implemented by SCAG, identified as SCAG Mitigation Measures (SMMs), and project-level mitigation measure, identified as Project Mitigation Measures (PMMs), that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g., railings rather than walls) 	
<i>Visual Character</i>	<p>PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites be 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 	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The Project is a mixed-use residential project withing a transit priority area.</p> <p>Furthermore, the City has determined, based on the analysis of this topic in Section 5 of this SCEA that the Project’s impacts related to visual character would not have an adverse aesthetic effect as a matter of law.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>billboards in good condition, and replace compromised native vegetation and landscape.</p> <p>f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:</p> <ul style="list-style-type: none"> – use transparent panels to preserve views where sound walls would block views from residences; – use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; – construct sound walls of materials whose color and texture complements the surrounding landscape and development; <p>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>	
<p><i>Light, glare, shade</i></p>	<p>PMM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</p> <p>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</p> <p>c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</p>	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The Project is a mixed-use residential project withing a transit priority area.</p> <p>Furthermore, the City has determined, based on the analysis of this topic in Section 5 of this SCEA that the Project’s impacts related to light, glare, and shade would not have an adverse aesthetic effect as a matter of law.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	
AGRICULTURE AND FORESTRY		
<p><i>Conversion of farmland or forest land.</i></p>	<p>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank¹ that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to agriculture and forestry.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>agricultural lands.</p> <p>e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</p> <p>f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</p>	
<p><i>Zoning for Ag use, Williamson Act Contract</i></p>	<p>PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</p> <p>b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.) or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to agriculture and forestry.</p>
<p><i>Construction Equipment</i></p>	<p>PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to agriculture and forestry.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Minimize loss of farmland or forest lands</i>	<p>PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to agriculture and forestry.</p>
<i>Invasive species</i>	<p>PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to agriculture and forestry.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	
AIR QUALITY		
<i>Violation of air quality standards.</i>	<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble 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 	This mitigation measure is not incorporated because the Project's generation of air quality emissions would not have a significant impact on the environment as the Project would not exceed applicable SCAQMD thresholds as discussed in Section 6 of this document. Moreover, 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. The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing air quality emissions.

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>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. Daily logging of the operating hours of the equipment should also be required.</p> <p>k) Ensure that all construction equipment is properly tuned and maintained.</p> <p>l) Minimize idling time to 5 minutes or beyond regulatory requirements —saves fuel and reduces emissions.</p> <p>m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) 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.</p>	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer’s recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD “SOON” funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p>	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> <li data-bbox="453 367 1293 456">u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). <li data-bbox="453 467 1293 870">v) As applicable for airport projects, the following measures should be considered: <ul style="list-style-type: none"> <li data-bbox="506 542 1293 662">– Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxiing, if feasible as allowed per Federal Aviation Administration guidelines. <li data-bbox="506 673 1293 735">– Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. <li data-bbox="506 747 1293 870">– Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. <li data-bbox="453 881 1293 1391">w) As applicable for port projects, the following measures should be considered: <ul style="list-style-type: none"> <li data-bbox="506 956 1293 1018">– Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). <li data-bbox="506 1029 1293 1091">– Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. <li data-bbox="506 1102 1293 1192">– Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. <li data-bbox="506 1203 1293 1292">– Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. <li data-bbox="506 1304 1293 1391">– Maximize participation in the Port of Los Angeles’ Vessel Speed Reduction Program or the Port of Long Beach’s Green Flag Initiation Program in order to reduce the speed of vessel 	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>transiting within 40 nautical miles of Point Fermin.</p> <ul style="list-style-type: none"> – Encourage the participation in the Green Ship Incentives. – Offer incentives to encourage the use of on-dock rail. <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> – Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. <p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> – Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. – Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. – Disclose the potential increase in energy costs for running the HVAC system to prospective residents. – Provide information to residents on where MERV filters can be purchased. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. – Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time. – Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. – Set criteria for assessing progress in installing and replacing the enhanced filtration units; and – Develop a process for evaluating the effectiveness of the enhanced filtration units. <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</p> <p>bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:</p> <ul style="list-style-type: none"> – Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Nonroad diesel engines on site shall be Tier 2 or higher. – Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>greater and by a minimum of 20% for engines less than 50 hp.</p> <ul style="list-style-type: none"> – Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. – Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. – The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: <ul style="list-style-type: none"> i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. – The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. – The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator on site, includes: 	

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MITIGATION MEASURES FROM THE
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	<ul style="list-style-type: none"> i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: <ul style="list-style-type: none"> 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc. Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency: <ul style="list-style-type: none"> – Install programmable thermostat timers – Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). – Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the <i>Energy Star and Other Climate Protection Partnerships</i> Annual Reports.) – Install higher efficacy public street and area lighting – Limit outdoor lighting requirements – Replace traffic lights with LED traffic lights – Establish on-site renewable or carbon neutral energy systems – generic, solar power and wind power – Utilize a combined heat and power system – Establish methane recovery in Landfills and Wastewater Treatment Plants. – Locate project near bike path/bike lane – Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter 	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.</p> <ul style="list-style-type: none"> – Provide traffic calming measures, such as: <ul style="list-style-type: none"> i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers – Create urban non-motorized zones – Provide bike parking in non-residential and multi-unit residential projects – Dedicate land for bike trails – Limit parking supply through: <ul style="list-style-type: none"> i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking – Require residential area parking permit. – Provide ride-sharing programs <ul style="list-style-type: none"> i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles 	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement.	

BIOLOGICAL RESOURCES

<p><i>Candidate, sensitive, or special status species. Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</i></p>	<p>PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> – Impact minimization strategies – Contribution of in-lieu fees for in-kind conservation and mitigation efforts – Use of in-kind mitigation bank credits – Funding of research and recovery efforts – Habitat restoration – Establishment of conservation easements 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to biological resources.</p>
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TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife. 	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances protection biological resources.</i></p>	<ul style="list-style-type: none"> l) Conduct pre-construction surveys to delineate occupied sensitive species’ habitat to facilitate avoidance. m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. n) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings. o) Project sponsors shall consider the impacts of nitrogen deposition on sensitive species. <p>PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to biological resources.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant to an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Wetlands Species movement. Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</i></p>	<p>PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE’s Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to biological resources.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Species movement. Local policies or ordinances protecting biological</i></p>	<p>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:</p> <ul style="list-style-type: none"> – Permittee-responsible mitigation – Contribution of in-kind in-lieu fees – Use of in-kind mitigation bank credits – Where avoidance is determined to be infeasible and <p>d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> – Avoidance – Impact Minimization – On-site alternatives – Off-site alternatives <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p> <p>PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to biological resources.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>resources. HCP, NCCP or other conservation plans.</i></p>	<ul style="list-style-type: none"> a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1 or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that 	

TABLE 4.0-2³
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>could reduce function of recognized movement corridor.</p> <p>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore off-site habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.</p> <p>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in SMM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures <p>p) Where the lead agency has identified that an 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.</p> <p>q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p> <p>r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.</p> <p>s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to:</p> <ul style="list-style-type: none"> – Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. – Design exterior lighting to confine illumination to the project site – Provide structural and/or vegetative screening from light-sensitive 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. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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	<p>t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:</p> <ul style="list-style-type: none"> – Install temporary noise barriers during construction. – Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. – Ensure that construction equipment is properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. – Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. – Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned 	

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2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. – Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. u) Require large buffers between sensitive uses and freeways. v) Create corridor redundancy to help retain functional connectivity and resilience. 	
<p><i>Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</i></p>	<p>PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees designated as “Protected Trees,” 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in potentially significant impacts to biological resources.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>“Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.</p> <p>e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p>	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</i></p>	<p>h) 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, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation post-construction – Other comparable measures developed in consultation with local agency and certified arborist. <p>PMM BIO-6: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in potentially significant impacts to biological resources.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable. 	
CULTURAL RESOURCES		
<p><i>Historical and archaeological resources</i></p>	<p>PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to cultural resources.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</p> <ul style="list-style-type: none"> – 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. <p>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p>	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the</p>	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP’s Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development</p>	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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	<p>history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.</p>	
<i>Human remains</i>	<p>PMM CULT-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to human remains. In addition, the State’s Health and Safety Code Section</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</p> <p>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:</p> <p>c) Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.</p> <p>d) If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</p>	7050.5 addresses the discovery and appropriate handling of human remains.

TABLE 4.0-2³
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
GEOLOGY AND SOILS		
<p><i>Soil erosion, loss of topsoil, unstable geologic unit or soil, expansive soils</i></p>	<p>PMM-GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to geology and soils, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 that the Project would not result in potentially significant impacts to geology and soils.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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	<p>designed to maximize the potential for revegetation.</p> <p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>	
GREENHOUSE GAS EMISSIONS		
<p><i>Cumulative Impacts</i></p>	<p>PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:</p> <ul style="list-style-type: none"> – 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. 	<p>This mitigation measure is not incorporated because the Project’s generation of GHG emissions would not have a significant impact on the environment as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. The Project would reduce greenhouse gas emissions and improve air quality by concentrating a variety of uses within a HQTA and TPA. The Project would be well-served by mass transit, including an adjacent subway line and multiple nearby bus lines provided by Metro. The Project would include bicycle parking facilities within the subterranean parking structures. The intersection of Hollywood Boulevard and Highland Avenue, which is considered a major transit stop as it is the location of both an existing rail transit station and stops for several bus lines, is located approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The location of the Project encourages a variety of transportation options, such as walking and biking. Development of an infill mixed-use transit-oriented development Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area. The Project would also comply with the California Green Building Standards Code (CALGreen), and would</p>

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	<ul style="list-style-type: none"> – Reduce wood burning stoves or fireplaces. – Provide bike lanes accessibility and parking at residential developments. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> – Use energy and fuel-efficient vehicles and equipment; – Deployment of zero- and/or near zero emission technologies; – Use lighting systems that are energy efficient, such as LED technology; – Use the minimum feasible amount of GHG-emitting construction materials; – Use cement blended with the maximum feasible amount of flash 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 recycling and reuse; – Incorporate design measures to reduce energy consumption and increase use of renewable energy; – Incorporate design measures to reduce water consumption; – Use lighter-colored pavement where feasible; – Recycle construction debris to maximum extent feasible; – Plant shade trees in or near construction projects where feasible; and – Solicit bids that include concepts listed above. 	<p>incorporate eco-friendly building materials, systems and high-performance building envelopment. 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.</p>

TABLE 4.0-2³
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	<p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> – Promote transit-active transportation coordinated strategies; – Increase bicycle carrying capacity on transit and rail vehicles; – Improve or increase access to transit; – Increase access to common goods and services, such as groceries, schools, and day care; – Incorporate affordable housing into the project; – Incorporate the neighborhood electric vehicle network; – Orient the project toward transit, bicycle and pedestrian facilities; – Improve pedestrian or bicycle networks, or transit service; – Provide traffic calming measures; – Provide bicycle parking; – Limit or eliminate park supply through: <ul style="list-style-type: none"> i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking. – Unbundle parking costs; – Provide parking cash-out programs; – Implement or provide access to commute reduction program; <p>f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</p>	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and</p> <p>h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:</p> <ul style="list-style-type: none"> – Provide car-sharing, bike sharing, and ride-sharing programs; – Provide transit passes; – Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; – Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; – Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; – Provide employee transportation coordinators at employment sites; – Provide a guaranteed ride home service to users of non-auto modes. – Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; <p>j) Land use siting and design measures that reduce GHG emissions, including:</p> <ul style="list-style-type: none"> – Developing on infill and brownfields sites; – Building compact and mixed-use developments near transit; – Retaining on-site mature trees and vegetation, and planting new canopy trees; 	

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	<ul style="list-style-type: none"> – 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, composting, and reuse. <p>k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.</p> <p>l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.</p> <p>m) Encourage telecommuting and alternative work schedules, such as:</p> <ul style="list-style-type: none"> – Staggered starting times – Flexible schedules – Compressed work weeks <p>n) Implement commute trip reduction marketing, such as:</p> <ul style="list-style-type: none"> – New employee orientation of trip reduction and alternative mode options – Event promotions – Publications <p>o) Implement preferential parking permit program</p> <p>p) Implement school pool and bus programs</p> <p>q) Price workplace parking, such as:</p>	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
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	<ul style="list-style-type: none"> – Explicitly charging for parking for its employees; – Implementing above market rate pricing; – Validating parking only for invited guests; – Not providing employee parking and transportation allowances; and – Educating employees about available alternatives. 	

HAZARDS AND HAZARDOUS MATERIALS

<p><i>Routine transport use or disposal of hazardous materials, reasonably foreseeable upset, accident. Hazardous emissions near a school</i></p>	<p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the 	<p>This mitigation measure is not incorporated because the Project’s use of hazardous materials would not have a substantial adverse effect on the environment as 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 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.</p>
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2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>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:</p> <ul style="list-style-type: none"> – The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. – The location of such hazardous materials. – An emergency response plan including employee training information. – A plan that describes the way these materials are handled, transported and disposed. <p>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p>	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field-based training including Emergency Operations Center Training activations with local emergency response agencies. 	
<i>Accidental release of hazardous materials</i>	<p>PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to the accidental release of hazardous materials.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials. 	
<i>Release of hazardous materials near schools</i>	<p>PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to release of hazardous materials near schools.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Hazardous materials sites, Government Code section 65962.5.</i>	<p>PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to hazardous materials sites.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p> <p>f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p>	

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwaters and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s (Cal OSHA’s) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	
<p><i>Emergency evacuation response plans</i></p>	<p>PMM HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to emergency evacuation plans.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
HYDROLOGY AND WATER QUALITY		
<p><i>Violation of water quality standards or waste discharge requirements. Alteration of site drainage, runoff exceeding stormwater drainage system capacity, other degrading water quality.</i></p>	<p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to water quality, waste discharge or groundwater.</p> <p>In addition, the project would be consistent with the NPDES permitting system, LAMC Article 4.4, and the low impact development requirements, which address reduction of potential water quality, waste discharge and groundwater impacts during the construction and operation of a project.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p data-bbox="499 367 1297 423">polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</p> <ul style="list-style-type: none"> <li data-bbox="453 440 1297 651">i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. <li data-bbox="453 662 1297 751">j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans’ storm water discharge permit including long-term sediment control and drainage of roadway runoff. <li data-bbox="453 763 1297 946">k) 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. <li data-bbox="453 958 1297 1169">l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. <li data-bbox="453 1180 1297 1269">m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Structures within 100- year floodplain hazard area, risk due to levee or dam failure, seiche, tsunami, or mud flow.</i></p>	<p>PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated, and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to flood hazards.</p>
LAND USE AND PLANNING		
<p><i>Physically divide a community.</i></p>	<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Facilitate good design for land use projects that build upon and improve existing circulation patterns</p> <p>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:</p> <ul style="list-style-type: none"> – Selecting alignments within or adjacent to existing public rights of way. – Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would build upon and improve existing land use and circulation patterns and would not result in a potentially significant impact related to physically dividing a community.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Land use plans, policies and regulations.</i></p>	<ul style="list-style-type: none"> – Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> – 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. <p>PMM LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that conflict with an adopted policy or regulation, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to Land Use.</p>
MINERAL RESOURCES		
<p><i>Loss of availability of a known mineral resource.</i></p>	<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to mineral resources.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</p> <p>b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:</p> <ul style="list-style-type: none"> – 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. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
POPULATION, HOUSING AND EMPLOYMENT		
<i>Displacement of housing requiring replacement housing elsewhere.</i>	<p>PMM-POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to displacement of housing because housing does not exist on the Project Site.</p>
PUBLIC SERVICES		
<i>Adverse effects associated with new or physically altered government facilities for fire protection, police</i>	<p>PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to emergency response facilities.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>protection, and emergency response.</i>	<ul style="list-style-type: none"> a) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. c) Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan. 	
<i>Adverse effects associated with new or physically altered government facilities for schools.</i>	<p>PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable. 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to schools.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Adverse effects associated with new or physically altered government facilities for libraries.</i></p>	<p>PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts. 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to libraries.</p>
PARKS AND RECREATION		
<p><i>Increase use and physical deterioration of recreational facilities.</i></p>	<p>PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> – Increasing the accessibility to natural areas for outdoor recreation – Utilizing “green” development techniques 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to recreational facilities.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – Promoting water-efficient land use and development – Encouraging multiple uses, such as the joint use of schools – Including trail systems and trail segments in General Plan recreation standards. 	
TRANSPORTATION, TRAFFIC, AND SAFETY		
<p><i>Conflict with measures of effectiveness for performance of the circulation system.</i></p>	<p>PMM-TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways:</p> <ul style="list-style-type: none"> – include TDM mitigation requirements for new developments; – incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; – provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; – implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to transportation.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – develop TDM-specific performance measures to evaluate project-specific and system-wide performance; – incorporate TDM performance measures in the decision-making process for identifying transportation investments; – implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and – set aside funding for TDM initiatives. – The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis. 	
<p><i>Inadequate emergency access. Impair or interfere with Emergency Response Plan or Evacuation Plan.</i></p>	<p>PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should</p>	<p>This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-TRA-2.</p> <p>Specifically, the Project would be subject to the City’s existing regulations that require the Project to comply with the Fire Code and LAMC emergency access requirements. Additionally, the LAFD would require the Project Applicant to prepare an emergency response plan that would address the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and locations of nearest hospitals and fire departments.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>include the following requirements:</p> <ul style="list-style-type: none"> – 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. 	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> – 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. 	
TRIBAL CULTURAL RESOURCES		
<i>Tribal cultural resources</i>	<p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to tribal cultural resources.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
UTILITIES AND SERVICE SYSTEMS		
<i>Landfill capacity, solid waste diversion.</i>	<p>PMM USSW-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <ul style="list-style-type: none"> a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to solid waste.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <p>i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</p> <p>j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p> <p>m) Provide education and publicity about reducing waste and available recycling services.</p> <p>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>	

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p><i>Require new or expanded entitlements for wastewater treatment.</i></p>	<p>PMM-USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to wastewater facilities.</p>
<p><i>Require new or expanded entitlements for water supply.</i></p>	<p>PMM USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to water supply. In addition, the project would be consistent with the State Water Code (Section 10910-10915 and the California Green Building Code which addresses water supply within the City.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> b) 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. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater on site to tertiary standards and use it for non-potable uses on site. 	
WILDFIRE		
<i>Wildfire risk</i>	<p>PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. 	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to wildfires.</p>

**TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT**

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. g) Include external sprinklers with an independent water source to reduce flammability of structures. h) Include local solar power paired with batteries to reduce power flow in electricity lines. i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k) Developments in fire-prone areas should have fire-resistant feature, such as: <ul style="list-style-type: none"> – Ember-resistant vents – Fire-resistant roofs – Surrounding defensible space – Proper maintenance and upkeep of structures and surrounding area 	
<p><i>Very High Hazard Severity Zones, SRAs</i></p>	<p>PMM WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to wildfires.</p>

TABLE 4.0-2³
MITIGATION MEASURES FROM THE
2020–2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROJECT

TOPIC	2020–2045 RTP/SCS PEIR MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to:</p> <ul style="list-style-type: none"> – Submit a fire protection plan including the designation of fire watch staff; – Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; – Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and – Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	

Source: 2020–2045 SCAG/RTP SCS FEIR

Hollywood Community Plan EIR

The mitigation measures included in the EIR adopted in 1988 for the Hollywood Community Plan are shown below in **Table 4.0-3: Mitigation Measures from the Hollywood Community Plan EIR.**

**TABLE 4.0-3
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN EIR**

TOPIC	HOLLYWOOD COMMUNITY PLAN PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
LAND USE		
<i>Transportation Specific Plan</i>	MM LU-1: Implementation of a Transportation Specific Plan, transportation, and circulation improvements, as well as development standards to ensure that land use capacity and transportation service are in balance and that land use conflicts and incompatibilities are minimized.	This mitigation measure is not applicable to the Project.
POPULATION AND HOUSING		
<i>Jobs-housing balance.</i>	MM POP-1: Non-residential development levels in either the revision area or the redevelopment area should be reduced to achieve a better a jobs-housing ' balance in the Community Plan area.	This mitigation measure refers to City zoning policy and is not directly applicable to the Project.
TRAFFIC AND CIRCULATION		
<i>Transportation Specific Plan</i>	MM TRA-1: Prepare a Transportation Specific Plan to Implement operational and physical improvements in the Plan area, including: ATSAC, peak period parking restrictions, one-way couplets, reversible lane operations, street widening, jog eliminations, and localized intersection improvements.	This mitigation measure is not applicable to the Project.
<i>Transportation Systems Management and Transportation Demand Management plans</i>	MM TRA-2: Transportation Systems Management and Transportation Demand Management plans should be developed and implemented for large scale commercial developments and employers in the Community Plan area.	This mitigation measure is not applicable to the Project.

**TABLE 4.0-3
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN EIR**

TOPIC	HOLLYWOOD COMMUNITY PLAN PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Office development</i>	<p>MM TRA-3: Future office development in the Redevelopment Area should be limited to a level similar to that contained In the Redevelopment Project EIR’s 20-year market-based forecasts, at least until steps are taken to implement major street system improvements in excess of improvements feasible within existing rights-of-way.</p>	<p>The Redevelopment Project EIR’s 20-year market-based forecasts are no longer applicable and as such this mitigation measure is not applicable to the Project</p>
AESTHETICS AND URBAN DESIGN		
<i>Design standards</i>	<p>MM AES-1: Programs and development standards should be implemented through inclusion in the Zoning Code or other enforceable means. These actions should include as a minimum:</p> <ul style="list-style-type: none"> • Preservation of historically and architecturally significant neighborhoods through Specific Plans or the Historic Preservation Overlay Zone (HPOZ). • Development Standards for alt land uses addressing street trees. • Commercial Development Standards (parking, screening, landscaping, access, etc.) • Residential Development Standards, addressing hillside areas and multi-family housing (setbacks, lot coverage, dedications, open space, etc.). • Neighborhood Plans and Improvement Districts. The Proposed Plan should allow for specific standards on a neighborhood basis for both commercial and residential areas. 	<p>The Project would incorporate the intent of this mitigation measure through preservation of existing historically and architecturally significant structures and adherence to the City’s development standards.</p>

**TABLE 4.0-3
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN EIR**

TOPIC	HOLLYWOOD COMMUNITY PLAN PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
PUBLIC SERVICES		
<i>Schools</i>	MM PS-1: Expand facilities on current sites. Allow residential development only in areas where there is remaining enrollment capacity.	The Project would incorporate the intent of this mitigation measure through the payment of school fees.
<i>Parks</i>	MM PS-1: Provide neighborhood-oriented recreation at Griffith Park. Use school yards. Develop pocket parks. Require dedication of usable open space as part of new residential developments.	The Project would incorporate the intent of this mitigation measure through provision of open space amenities for residents of the Project.
<i>Fire Protection</i>	MM PS-1: Compliance with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and fire Prevention Plan.	The Project would incorporate the intent of this mitigation measure through compliance with all applicable codes and ordinances.
<i>Police Services</i>	MM PS-1: Over the life of the plan, assign additional personnel consistent with Police Department policy and budgetary constraints	This mitigation measure is not applicable to the Project.
AIR QUALITY		
<i>Dust Control</i>	MM AQ-1: Construction-related emissions to be reduced through implementation of dust control measures such as wetting.	The Project would incorporate the intent of this mitigation measure through compliance with SCAQMD rules.
<i>Transportation</i>	MM AQ-2: Implementation of the Transportation Specific Plan discussed above.	This mitigation measure is not applicable to the Project.
NOISE		
<i>Construction activity</i>	MM NOISE-1: On a project basis, construction related activities should be limited to daytime hours. These activities should comply with the provisions of City Ordinance No. 144,331. Construction equipment should be properly fitted with noise attenuation devices.	The Project would incorporate this mitigation measure through compliance with the City Noise Ordinance.

**TABLE 4.0-3
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN EIR**

TOPIC	HOLLYWOOD COMMUNITY PLAN PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Residential noise</i>	MM NOISE-2: Development standards for residential should address site plans and building layouts to minimize noise impacts.	The Project would incorporate the intent of this mitigation measure through compliance with the City's Development standards.
<i>Stationary noise sources</i>	MM NOISE-3: For stationary noise sources, adjacent properties should be adequately buffered, including use of walls and earth berms.	This mitigation measure is not applicable to the Project as no stationary noise source is proposed.
ENERGY AND UTILITIES		
<i>Energy</i>	MM E/U-1: Compliance with conservation requirements contained in the California Administrative Code, Title 24, Building Standards.	The Project would incorporate the intent of this mitigation measure through compliance with the applicable building standards.
<i>Sewers/Wastewater</i>	MM E/U-2: Development should be permitted when phased with improvements in the local sewer system, as well as programmed improvements at the Hyperion Treatment Plant. Phasing of development should be undertaken for all communities within the Hyperion service area. Similar to the Proposed Plan, population holding capacities in each area should be consistent with SCAG growth forecast.	The Project would incorporate the intent of this mitigation measure as it is consistent with SCAG growth forecasts on which water and wastewater facility plans are based.
<i>Solid Waste</i>	MM E/U-3: The Proposed Plan should encourage a variety of waste reduction techniques. These, as a minimum, will include separation, recycling and composting. Growth in the Plan area must also be tied directly to Citywide and Countywide Solid Waste Management Plans, where development will need to be kept in balance with available landfill capacity in combination with other solid waste disposal technologies. According to the most recent assessment of solid waste needs by the Bureau of Sanitation and the County Department of Public Works(i/88), available landfill capacity in the City of Los Angeles will be exhausted in 1997 and countywide there will be significant shortfalls by	The Project would incorporate the intent of this mitigation measure through compliance with the applicable waste reduction policies.

**TABLE 4.0-3
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN EIR**

TOPIC	HOLLYWOOD COMMUNITY PLAN PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Water Supply</i>	<p>1992. Thus, mitigation of plan area solid waste impacts must address new landfills or alternatives.</p> <p>MM E/U-4: The Proposed Plan should encourage the use of water conservation measures consistent with the Department of Water and Power's Urban Water Management Plan.</p>	The Project would incorporate the intent of this mitigation measure through compliance with the applicable water conservation measures.
EARTH		
<i>Regulatory compliance</i>	MM EARTH-1: Compliance with the Seismic Safety Element and other City Building Code requirements regarding earth moving and grading.	The Project would incorporate the intent of this mitigation measure through compliance with the applicable building codes.
<i>Regulatory compliance</i>	MM EARTH-2: Require that all projects use the practices identified in the Department of City Planning's "Planning Guidelines Grading Manual.	The Project would incorporate the intent of this mitigation measure through compliance with the applicable City planning and building standards.
DRAINAGE		
	MM DRA-1: On a project basis, compliance with provisions of the Flood Hazard Management Specific Plan and any additional requirements identified by the Bureau of Engineering.	The Project would incorporate the intent of this mitigation measure through compliance with the City's Low Impact Development Ordinance.
PLANT AND ANIMAL LIFE		
<i>Grading</i>	MM PAL-1: Compliance with grading regulations and use of "unitized" grading procedures to reduce impacts on remaining natural areas.	The Project would incorporate the intent of this mitigation measure through compliance with the applicable City planning and building standards.

**TABLE 4.0-3
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN EIR**

TOPIC	HOLLYWOOD COMMUNITY PLAN PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
HISTORIC AND CULTURAL		
<i>An historic and architectural surveys</i>	MM CUL-1: An historic and architectural survey of the Plan revision area should be prepared. Based on the findings of the survey, specific plans and/or Historic Preservation Overlay Zones should be adopted. Also, the designation of individual structures as Cultural-Historical Monuments through the Cultural Heritage Commission should sought.	The Project would incorporate the intent of this mitigation measure through the preparation of a historic resources study and the preservation of identified historic resources.

Source: Hollywood Community Plan EIR, 1988.

Hollywood Community Plan Update EIR

The Hollywood Community Plan Update EIR was reviewed by the City of Los Angeles Planning Commission on March 18, 2021. The City Planning Commission recommended the City Council certify the Hollywood Community Plan Update EIR. At the time of public review of this SCEA, the City Council has yet to certify the Hollywood Community Plan Update EIR. The mitigation measures included in the EIR for the Hollywood Community Plan Update are shown below in **Table 4.0-4: Mitigation Measures from the Hollywood Community Plan Update EIR Incorporated into the Project** and **Table 4.0-5: Mitigation Measures from the Hollywood Community Plan Update EIR Not Incorporated into the Project**. This information is included with the expectation that the Hollywood Community Plan Update EIR could be certified prior to the approval of this SCEA. If it is not certified, this information has been included for informational purposes only.

**TABLE 4.0-4
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
INCORPORATED INTO THE PROJECT**

TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Cultural Resources</i>	<p>CR2: For all discretionary projects or projects in a CPIO District Subarea, the City shall require that all cultural resources identified on a site be assessed and treated in a manner consistent with PRC Section 21083.2, as determined appropriate by a qualified archaeologist in consultation with the City’s Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.</p>	<p>This mitigation measure has been incorporated through the methodology and analysis described in the cultural resources section of Section 5 of this SCEA.</p>
	<p>CR5: For all discretionary projects or projects in a CPIO District Subarea, the City shall require that all paleontological resources identified on a project site be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City’s Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City’s Office of Historic Resources and the Natural History Museum of Los Angeles County.</p>	<p>This mitigation measure is incorporated as identified in the analysis of this topic in Section 5 of this SCEA.</p>
	<p>CR6: For all projects that are not subject to Mitigation Measure CR4 and CR5 that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:</p> <ul style="list-style-type: none"> • California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.” • Public Resources Code Section 5097.5 (a) states, in part, that: No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or 	<p>This mitigation measure is incorporated as identified in the analysis of this topic in Section 5 of this SCEA.</p>

**TABLE 4.0-4
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
INCORPORATED INTO THE PROJECT**

TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, on public lands, except with the express permission of the public agency having jurisdiction over the lands.</p> <ul style="list-style-type: none"> • Best management practices to ensure unique geological and paleontological resources are not damaged include but are not limited to the following steps: <ul style="list-style-type: none"> – Prior to excavation and grading activities, a qualified paleontologist prepares a resource assessment using records from the Natural History Museum of Los Angeles County. – If in the assessment, the soil is identified as potentially containing paleontological resources, a qualified paleontologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any paleontological finds during construction. – If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified paleontological has evaluated the find in accordance with federal, state, and local guidelines. – If fossils are discovered, a qualified paleontologist shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist would have the 	

**TABLE 4.0-4
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
INCORPORATED INTO THE PROJECT**

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	<p>authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. All other federal, state and local laws related to such resources would be complied with.</p> <ul style="list-style-type: none"> - Personnel of the project would not collect or move any paleontological materials or associated materials - If cleared by the qualified paleontologist, construction activity would continue unimpeded on other portions of the project site. - Construction activities in the area where resources were found would commence once the identified resources are properly assessed and processed by a qualified paleontologist and if construction activities were cleared by the qualified paleontologist. 	
	<p>CR7: For all discretionary projects or projects in a CPIO District Subarea where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed</p>	<p>This mitigation measure is incorporated as identified in the analysis of this topic in Section 5 of this SCEA.</p>

**TABLE 4.0-4
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>soils shall be monitored by a qualified Tribal Monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.</p>	

Source: Hollywood Community Plan Update, August 2021.

**TABLE 4.0-5
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
<i>Aesthetics</i>	<p>AE1: For any new construction on a building requiring site plan review, prior to the issuance of any building permits, the applicant shall submit plans and specifications for all exterior building materials to the Department of City Planning (DCP) and the Department of Building and Safety (DBS) for review and approval. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Building Code or other state or local UV requirements.</p>	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state 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.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in Section 5 of this SCEA that the Project’s impacts would not have an adverse aesthetic effect.</p>
<i>Air Quality</i>	<p>AQ1: The City shall require all projects that are in a CPIO District subarea or are discretionary to include in the agreements with contractors and subcontractors the following, or equivalent, best management practices in contract specifications:</p> <ul style="list-style-type: none"> • All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOX and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is "not practical" for the following, as well as other, reasons: <ul style="list-style-type: none"> – There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3; – The construction equipment is intended to be on site for five days or less; or 	<p>This mitigation measure is not incorporated because the Project’s generation of air quality emissions would not have a significant impact on the environment as the Project would not exceed applicable SCAQMD thresholds. Moreover, 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. The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing air quality emissions.</p>

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MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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	<ul style="list-style-type: none"> – Relief may otherwise be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical for technical, legal, economic, or other reasons. • All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible. • Construction contractors shall utilize materials that do not require painting, as feasible. • Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Construction contractors shall provide dedicated turn lanes for movement of • Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible. • Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. 	
<i>Biological Resources</i>	<p>BR1: For discretionary projects that are in or within 200 feet of Griffith Park, dedicated open space or are required to comply with the City’s Baseline Hillside Ordinance, project applicants shall be required to conduct a biological resources assessment report to characterize the biological resources on-site and to determine the presence or absence of sensitive species. The report shall identify 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats (such as wetlands or riparian areas), and 3) any potential impacts of proposed project on wildlife corridors and wildlife movement across the property or within the property vicinity. Off-site areas that</p>	<p>This mitigation measure is not incorporated because the Project site is within an urbanized area and is not located near any designated open space or within 200 feet of Griffith Park.</p>

**TABLE 4.0-5
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>may be directly or indirectly affected by the individual project shall also be surveyed. Survey times should correspond with the most likely time the potential species would be observed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur onsite). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate. The biological resources assessment report will document the potential for the sensitive species to occur on the site.</p> <p>If sensitive species and/or habitat are absent from or there is no suitable habitat to support the sensitive species on the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to DCP prior to issuance of a grading permit.</p> <p>If sensitive species and/or habitat are identified, the biological resources assessment report shall require pre-construction surveys for sensitive species and/or construction monitoring to ensure avoidance, relocation, or safe escape of the sensitive species from the construction activities, as appropriate. If sensitive species are found to be nesting, brooding, denning, etc. on-site during the pre-construction survey or during construction monitoring, construction activities shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitat areas. A qualified biologist shall be on-site to conduct surveys, for construction monitoring, to perform or oversee implementation of protective measures, and to determine when construction activity may resume. Additionally, the biological resources assessment report shall be submitted to DCP and CDFW prior to any ground-disturbing activities. A follow-up report documenting construction monitoring, relocation methods, and the results of the monitoring and species relocation shall also be submitted to DCP and CDFW following construction.</p>	
	<p>BR2: If indicated as appropriate by the biological resources assessment report required in BR1, focused surveys for special status plants shall be conducted. Prior to vegetation clearing for construction in open space areas, special status</p>	<p>This mitigation measure is not incorporated because the Project is not located near open space or within a Habitat Plan.</p>

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MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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	<p>plants identified in the focused surveys shall be counted and mapped and a special-status plant relocation plan shall be developed and implemented to provide for translocation of the plants. The plan shall be prepared by a qualified biologist and shall include the following components: (1) identify an area of appropriate habitat, on-site preferred; (2) depending on the species detected, determine if translocation will take the form of seed collection and deposition, or transplanting the plants and surrounding soil as appropriate; (3) develop protocols for irrigation and maintenance of the translocated plants where appropriate; (4) set forth performance criteria (e.g., establishment of quantitative goals, expressed in percent cover or number of individuals, comparing the restored and impacted population) and remedial measures for the translocation effort; and (5) establish a five-year monitoring procedures/protocols for the translocated plants. Five years after initiation of the restoration activities, a report shall be submitted to DCP and CDFW, which shall at a minimum discuss the implementation, monitoring, and management of the restoration activities over the five-year period and indicate whether the restoration activities have, in part or in whole, been successful based on the established performance criteria. The restoration activities shall be extended if the performance criteria have not been met at the end of the five-year period to the satisfaction of DCP, CDFW, and USFWS, when applicable.</p>	
	<p>BR3: During environmental review for projects that are discretionary or in a CPIO District subarea, in areas potentially containing jurisdictional waters or riparian habitat, including streams, wetlands, riparian habitat, and other water bodies, affected sites as well as off-site areas that may be directly or indirectly affected by the individual development project shall be surveyed by a qualified biologist for Waters of the U.S. and Waters of the State (e.g., streams, wetlands, or riparian habitat). Whenever possible, individual projects shall be designed and/or sited to avoid disturbance to or loss of jurisdictional resources. If Waters of the U.S. or Waters of the State cannot be avoided and would be affected by the individual project, the regulatory agencies shall be consulted regarding the required permits. Individual project applicants shall demonstrate to DCP, if the lead agency, the regulating agency that the requirements of agencies with jurisdiction over the subject resource can be met prior to obtaining grading permits. This will include, but not be limited to, consultation with those agencies,</p>	<p>This mitigation measure is not incorporated because the Project site is not within or contains any jurisdictional waters or riparian habitat.</p>

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	<p>securing the appropriate permits, waivers, or agreements, and arrangements with a local or regional mitigation bank including in lieu fees, as needed.</p> <p>BR4: At the discretion of the regulatory agencies, including DCP, if applicable, discretionary development projects resulting in the modification, change, and/or loss of Waters of the U.S. and Waters of the State (e.g., streams, wetland, or riparian habitat) under jurisdiction of the regulatory agencies shall be required to contribute to a mitigation bank, contribute to an in-lieu fee program, establish on-site or off-site restoration of in-kind habitat, or establish on-site or off-site restoration of out-of-kind habitat that is of high value to the watershed and provides important watershed functions. Individual project applicants shall submit a compensatory plan for review and approval by relevant regulatory agencies, including DCP, if applicable. The compensatory plan shall be developed by a qualified biologist or restoration ecologist and approved by the relevant regulatory agencies prior to issuance of a grading permit. The plan shall be based on the ACOE Final Mitigation Guidelines and Monitoring Requirements (April 19, 2004) and the Los Angeles District’s Recommended Outline for Draft and Final Compensatory Mitigation and Monitoring Plans.⁴ In broad terms, this plan shall at a minimum include:</p> <ul style="list-style-type: none"> • Description of the project/impact and mitigation sites • Specific objectives • Implementation plan • Success criteria • Required maintenance activities • Monitoring plan • Contingency measures 	<p>This mitigation measure is not incorporated because the Project site does not contain any stream, wetland or riparian habitat and thus would not remove or destroy any such land.</p>

⁴ The USACE’s Final Mitigation Guidelines and Monitoring Requirements (April 19, 2004) is available at the Army Corps of Engineers Los Angeles District Regulatory Division webpage at www.spl.usace.army.mil/regulatory/. This document contains the Los Angeles District’s Recommended Outline for Draft and Final Compensatory Mitigation and Monitoring Plans. This publication is intended to serve as a technical guide for permit applicants preparing compensatory mitigation plans and identifies the types and extent of information that agency personnel need to assess the likelihood of the success of mitigation proposals. The Los Angeles District’s outline is adapted to specific issues encountered in the region.

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	<p>At the discretion of DCP and relevant regulatory agencies, Waters of the U.S. and Waters of the State shall be replaced at a minimum 3:1 ratio. The specific success criteria and methods for evaluating whether an individual development project has been successful at meeting those criteria shall be determined by the qualified biologist or restoration ecologist and included in the compensatory plan.</p> <p>Implementation of the compensatory plan shall commence prior to issuance of a grading permit for individual projects. If the compensatory plan involves establishment or restoration activities, these activities shall be implemented over a five-year period. The establishment or restoration activities shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the activities, as necessary, to achieve desired outcomes and meet the success criteria. Five years after initiation of establishment or restoration activities, a final report shall be submitted to the relevant regulatory agencies and DCP, which shall at a minimum discuss the implementation, monitoring, and management of the activities over the five-year period, and indicate whether the activities have, in part, or in whole, been successful based on established success criteria. The establishment or restoration activities shall be extended if the success criteria have not been met to the satisfaction of DCP and relevant regulatory agencies.</p>	
	<p>BR5: For projects that are discretionary or in a CPIO District subarea, prior to construction activities on properties that contain seasonal or perennial streams, year-round or intermittent wetlands, riparian habitat, or the Los Angeles River, project applicants shall be required to prepare and submit to the U.S. Army Corps of Engineers a "Preliminary Delineation Report for Waters of the U.S." (which shall delineate any on-site wetlands) and, as appropriate, a Streambed Alteration Notification package to CDFW. If these agencies determine that project features are not regulated under their jurisdiction, then no further protection measure is necessary. However, if the U.S. Army Corps of Engineers determines that a federally protected wetland is located on-site or considers the feature to be jurisdictional through a "significant nexus" test per recent U.S. Army Corps of Engineers and USEPA guidance, then a Clean Water Act Section 404 permit shall be obtained from the U.S. Army Corps of Engineers,</p>	<p>This mitigation measure is not incorporated because the Project site does not contain any stream, wetland or riparian habitat and thus would not remove or impact any such land.</p>

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	<p>and any permit conditions shall be agreed to, prior to the start of construction activities in the affected area. If CDFW determines that the drainage is a regulated "streambed", then a Streambed Alteration Agreement shall be entered into with CDFW, and any associated conditions shall be agreed to prior to the start of construction in the affected area.</p>	
	<p>BR6: For discretionary projects that are in or within 200 feet of Griffith Park, dedicated open space, or are required to comply with the City’s Baseline Hillside Ordinance, the biological resources assessment report, as mentioned in Mitigation Measure BR-1, shall analyze how the individual development project could affect wildlife corridors and wildlife movement. The biological resources assessment report shall include a biological constraints analysis that shall identify measures (such as providing native landscaping to provide cover on the wildlife corridor) that the individual project would be required to implement such that the existing wildlife corridor would remain. Wildlife corridors identified in the biological resources assessment report shall not be entirely obstructed from wildlife passage by the discretionary project.</p> <p>Measures to support wildlife movement include but are not limited to: retention of on-site native trees and vegetation, or unobstructed setbacks or wildlife friendly fencing on at least two edges of the property, or minimum 25-foot buffers from the edge of stream, reservoir, riparian or wetland habitat.</p>	<p>This mitigation measure is not incorporated because the Project site is within an urbanized area and is not located near any designated open space or within the City’s Baseline Hillside Ordinance overlay.</p>
<p>Cultural Resources</p>	<p>CR1: For all discretionary projects or projects in a CPIO District Subarea, that involve disturbance of previously undisturbed soils, a qualified archaeologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal,</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to archaeological resources.</p>

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MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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	<p>state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist.</p> <p>CR3: For all projects that are not subject to Mitigation Measures CR1 and CR2 that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:</p> <ul style="list-style-type: none"> • California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.” • Best practices to ensure archaeological resources are not damaged include but are not limited to the following steps: <ul style="list-style-type: none"> – A qualified archaeologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. – If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines. – Personnel of the project shall not collect or move any archaeological materials or associated materials. – If cleared by a qualified archaeologist, construction activity may continue unimpeded on other portions of the project site. – The found deposits shall be treated in accordance with federal, state, and local guidelines and regulations. – As provided in Public Resources Code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. 	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact to archaeological resources.</p>

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	<p>When preserving in place or leaving in an undisturbed state is not possible, excavation should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by an archaeologist.</p> <ul style="list-style-type: none"> • Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist and the archaeologist clears the site for construction activity. 	
	<p>CR4: At the time of application for discretionary projects or project in a CPIO District Subarea that involve grading, trenching, or other new ground disturbance in areas with high paleontological resource sensitivity, the project applicant shall conduct a paleontological assessment to further evaluate the potential impacts to paleontological resources and, as necessary, take actions to preserve significant paleontological resources. Specific requirements include:</p> <ol style="list-style-type: none"> Retain a Qualified Paleontologist. Prior to initial ground disturbance, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the SVP standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. A qualified paleontologist (Principal Paleontologist) is defined by the SVP standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, preferably southern California, and who has worked as a paleontological mitigation project supervisor for a least one year. Paleontological Resources Assessment. Prior to any construction activity in areas determined to have a low to high paleontological sensitivity that increases with depth, a Qualified Professional Paleontologist shall prepare a Paleontological Resources Assessment to the satisfaction of the City to evaluate potential for impacts to paleontological resources from development of the proposed project. The Paleontological Resources Assessment may require a museum records search from the Natural 	<p>This mitigation measure is not incorporated, because the City has determined that the SCAG RTP/SCS Program EIR PMM GEO-2 would apply to the Project and are equal to or more effective than the Hollywood Community Plan Update EIR MM-CR4:</p>

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	<p>History Museum of Los Angeles County to identify whether previous paleontological localities exist within the development area and if so, at what depth(s). If the project paleontologist determines that sediments on a development site are sensitive for scientifically important paleontological resources, steps Mitigation Measure CR4c to g shall be taken prior to, during, and after construction activities. A Paleontological Resources Assessment shall not be required for development areas already identified as having a high paleontological sensitivity at the surface.</p> <p>c) Paleontological Mitigation and Monitoring Program. Prior to construction activity a qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program, subject to City approval, to be implemented during ground disturbance activity for the proposed project. This program should outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.</p> <p>d) Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of construction, the project paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.</p> <p>e) Paleontological Resource Construction Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity should be monitored on a full-time basis by a</p>	

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	<p>qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring will be determined by the project paleontologist. If the project paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required, and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not occur in undisturbed sediments with high paleontological sensitivity would not require paleontological monitoring.</p> <p>f) Fossil Salvage. If fossils are discovered, the project paleontologist or paleontological monitor shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist.</p> <p>g) Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring,</p>	

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	<p>stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.</p> <p>For any discoveries of paleontological resources not covered by the above process, the applicant shall comply with Mitigation Measure CR4.</p> <p>CR8: For all projects that are not subject to Mitigation Measure CR7 that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:</p> <ul style="list-style-type: none"> • Several federal and state laws regulate the treatment of tribal resources, as well as make it a criminal violation to destroy those resources. These include but are not limited to: <ul style="list-style-type: none"> – California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.” – Public Resources Code Section 5097.5 (a) states, in part, that: No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands. • Best practices to ensure tribal resources are not damaged include but are not limited to the following steps: <ul style="list-style-type: none"> – A qualified tribal monitor or archaeologist qualified to identify tribal resources would monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. – If tribal resources are uncovered (in either a previously disturbed or 	<p>This mitigation measure is not incorporated because the Project is subject to Mitigation Measure CR7 as described above.</p>

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NOT INCORPORATED INTO THE PROJECT**

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	<p>undisturbed area), all work ceases in the area of the find until an appropriate tribal representative has evaluated the find or, if no tribal representative is identified, the qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines.</p> <ul style="list-style-type: none"> - The found deposits shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative, as well as in accordance with federal, state, and local guidelines. - An agreement would be reached with the Tribe to mitigate or avoid any significant impacts to the Tribal Resources. - The location of the find of Tribal Resources and the type and nature of the find would not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources, the qualified archaeologist, and tribal representatives. - Absent an agreement with the Tribe, as provided in Public Resources Code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a qualified archaeologist. - Personnel of the project shall not collect or move any archaeological or tribal resources or associated materials or publish the location of the tribal resources. - Construction activity may continue unimpeded on other portions of the project site if cleared by the tribal representative or the qualified archaeologist. - Construction activities in the area where resources were found may commence once the identified resources are properly assessed and 	

**TABLE 4.0-5
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
NOT INCORPORATED INTO THE PROJECT**

TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
<p>Hazards and Hazardous Materials</p>	<p>processed by a tribal representative, or if no tribal representative is identified, a qualified archeologist.</p> <p>HM1: Discretionary projects or projects in a CPIO Subarea District that involve construction related soil disturbance located on land that is currently or was historically zoned as industrial or, previously had a gas station or dry-cleaning facility on-site, shall conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section 65962.2. A report setting forth the results of this database search shall be provided to the City and shall be made publicly available (e.g., historical environmental reports prepared by Enviroscan, EDR or similar firms). If the report indicates the project site or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, Phase I and, as needed, Phase II Environmental Site Assessments shall be prepared by a qualified Environmental Professional (as defined in Title 40 Code of Federal Regulations §312.10 Definitions). Applicants of the development project shall 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. All remediation shall be subject to City review and approval. Applicants shall consult with appropriate oversight agencies, including the Department of Toxic Substances Control and the Los Angeles Regional Water Quality Control Board, and implement remediation measures to minimize human exposure and prevent further environmental contamination. No development shall occur until a letter of No Further Action is obtained, if required, by an appropriate agency.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to hazardous materials sites.</p>
	<p>HM2: For any project not subject to Mitigation Measure HM1 that seek to excavate below previously disturbed soils, DBS should issue the following notice and obtain an acknowledgement of the receipt of the following notice to all applicants: Hazardous Materials are regulated at the federal, state and local level through numerous regulatory schemes. Applicants are legally required to comply with these laws when development activities involve soils contaminated with hazardous materials. Best management practices to ensure compliance with these federal, state and local laws may include the following:</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5 of this SCEA, that the Project would not result in a potentially significant impact related to hazardous materials sites.</p>

**TABLE 4.0-5
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
NOT INCORPORATED INTO THE PROJECT**

TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> • Prior to doing any soil disturbing activities, a comprehensive search of databases of sites containing hazardous waste or hazardous materials (e.g., historical environmental reports prepared by Enviroscan, EDR or similar firms) is conducted, including on lists prepared pursuant to Government Code, section 65962.2. • If the database search indicates the project site, or property is within one-quarter mile of the project site, has the potential to be contaminated with hazardous waste or hazardous materials for any reason, Phase I and, as needed, Phase II Environmental Site Assessments shall be prepared by a qualified Environmental Professional (as defined in Title 40 Code of Federal Regulations §312.10 Definitions). • Recommendations provided in any Phase II Environmental Site Assessment report for the project site shall be implemented for remedial action. • Property owners and/or applicants consult with appropriate oversight agencies, including the Department of Toxic Substances Control and the Los Angeles Regional Water Quality Control Board, and implement remediation measures to minimize human exposure and prevent further environmental contamination. • No development occurs until a letter of No Further Action is obtained, if required, by an appropriate agency. 	
<p><i>Noise and Vibration</i></p>	<p>N1: The following Vibration Control Plan shall apply to all projects within the Community Plan Implementation Overlay (CPIO) District Subarea, and discretionary projects outside the CPIO subarea, that would include operational heavy-duty construction (e.g., large bulldozer or excavator) equipment within 25 feet of a historical resource, including those in a survey that meets the requirements of Public Resources Code 5024.1, unless determined not to be a historical resource by the Director of Planning, in consultation with the Office of Historical Resource. The Vibration Control Plan shall also apply to all projects that would utilize pile drivers within 135 feet of historic structures.</p>	<p>This mitigation measure is not incorporated because the Project would implement a project specific Mitigation Measure, MM-Noise-2, as identified in Section 5 of this SCEA, that incorporates equivalent measures that would effectively reduce potential impacts to a less than significant level.</p>

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MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> • Prepare a Vibration Control Plan. The Vibration Control Plan shall be approved by the City prior to issuance of a building permit. <ul style="list-style-type: none"> – The Vibration Control Plan shall be completed by a qualified structural engineer – The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected historical resource structure. The survey letter shall provide a shoring design to protect the historical resource structure from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer’s recommendations. – At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to any impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior’s Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24). 	
	<p>N2: Projects within the CPIO subarea and discretionary projects outside the CPIO subarea shall be required to ensure that contractors include best management practices in the contract specifications to reduce damage to vibration-sensitive uses, where appropriate, such as the following:</p> <ul style="list-style-type: none"> • Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use. • Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment • The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operation so as not to occur in the same time period), use low-impact construction technologies, and 	<p>This mitigation measure is not incorporated because the Project would implement a project specific Mitigation Measure, MM-Noise-2, as identified in Section 5 of this SCEA, that incorporates equivalent measures that would effectively reduce potential impacts to a less than significant level.</p>

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MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<p>shall avoid the use of vibrating equipment when allowed by best engineering practices.</p> <p>N3: The following conditions shall apply to all projects within the CPIO subarea and discretionary projects outside the CPIO subarea:</p> <ul style="list-style-type: none"> • A Noise Study shall be required for Conditional Use Permits for projects that include sources of exterior noise and are located within 500 feet of noise-sensitive uses. Noise-sensitive uses are residences, transient lodgings, schools, libraries, churches (or other places of assembly), hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Noise Study shall characterize the proposed noise sources, quantify noise levels at sensitive uses, and require feasible mitigation measures to reduce noise levels to less than 5 dBA CNEL above the existing noise levels. Feasible mitigation measures include: <ul style="list-style-type: none"> – Installation of sound barriers between noise source and receptor; – Use of building design to block line-of-sight between noise source and receptor; and – Decibel and time limitations for stationary sources. • A Noise Study shall be required for projects that include loud source of impulsive sound. The Los Angeles Municipal Code (LAMC) defines impulsive sound as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example in the LAMC, impulsive sound includes explosions, musical base drum beats, or the discharge of firearms. The Noise Study shall characterize the proposed noise sources, quantify noise levels at sensitive uses, and require feasible mitigation measures to reduce noise levels to less than 20 dBA above the existing noise levels. • Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block the line-of-sight to sensitive receptors. 	<p>This mitigation measure is not incorporated because the Project’s generation of noise would not have a substantial adverse effect on the environment. 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 project specific Mitigation Measure MM-Noise-1 as identified in Section 5 of this SCEA.</p>

**TABLE 4.0-5
MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	<ul style="list-style-type: none"> • Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal. <p>N4: A Noise Study, prepared by a qualified noise expert and reviewed and approved by DCP to meet the requirements herein, shall be required for all projects within the CPIO subarea and discretionary projects outside the CPIO subarea located within 500 feet of noise-sensitive land uses (e.g., residences, schools, hospitals, and recording studios) and have one or more of the following characteristics:</p> <ul style="list-style-type: none"> • Two or more subterranean levels or more or 20,000 cubic yards or more of excavated material; • Construction duration (excluding architectural coatings) of 18 months or more; • Use of large, heavy duty equipment rated 300 horsepower or greater; or • The potential for impact pile driving. <p>Noise sensitive land uses are residences, transient lodgings, schools, libraries, churches (or other places of assembly), hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify measures to reduce noise exposure. The Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify measures to reduce noise exposure. Specifically, the Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to: mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Noise Study shall identify anticipated noise reductions at noise sensitive land uses.</p>	<p>This mitigation measure is not incorporated because the Project’s generation of noise would not have a substantial adverse effect on the environment. 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 project specific Mitigation Measure MM-Noise-1 as identified in Section 5 of this SCEA.</p>

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MITIGATION MEASURES FROM THE HOLLYWOOD COMMUNITY PLAN UPDATE EIR
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TOPIC	HOLLYWOOD COMMUNITY PLAN UPDATE PROJECT LEVEL MITIGATION MEASURE	APPLICABILITY TO PROJECT
	Project applicants shall be required to comply with all measures identified and recommended by the Noise Study and shall provide proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements.	

Source: Hollywood Community Plan Update

5.0 INITIAL STUDY CHECKLIST AND ENVIRONMENTAL ANALYSIS

CITY OF LOS ANGELES CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY and CHECKLIST

LEAD CITY AGENCY: City of Los Angeles, Department of City Planning		COUNCIL DISTRICT: CD 13 –Martinez	DATE: TBD
RESPONSIBLE AGENCIES: City of Los Angeles			
PROJECT TITLE: Hollywood Central Project	ENVIRONMENTAL CASE: ENV-2022-3868-SCEA	CASE NOS: CPC-2022-3935-DB-SPR-WDI-HCA; CPC-2022-3867-DB-MCUP-SPR-WDI-HCA	
PREVIOUS ACTIONS CASE NO. No recent activity.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions		
PROJECT LOCATION: Site 1: 1610 to 1638 N. Las Palmas Avenue and 1623 to 1645 N. Cherokee Avenue, Los Angeles, CA 90028; Site 2: 6626 to 6636 W. Hollywood Blvd. and 1638 to 1644 N. Cherokee Avenue, Los Angeles, CA 90028			
PROJECT DESCRIPTION: This SCEA evaluates the proposed Hollywood Central Project (Project) within the Hollywood neighborhood of the City of Los Angeles. The Project would develop two separate sites (Site 1 and Site 2) referred to collectively as the Project Site. Generally, the Project is a mixed use commercial and residential project contained within four existing buildings that will remain (two of the existing buildings will have a rear portion partially demolished) and four newly constructed buildings. Two existing to remain buildings located on Site 1 front on Las Palmas Avenue, and two existing to remain buildings located on Site 2 front Hollywood Boulevard. Site 1 will be developed with three new buildings and Site 2 will be developed with one new building. The Project would be comprised of approximately 42,404 square feet of new retail/restaurant uses, approximately 30,488 square feet of new office uses, approximately 24,924 square feet of existing buildings will be reused or remain as retail/restaurant uses, approximately 14,290 square feet of existing buildings will be reused or remain as office uses, and 633 multi-family residential units.			
COMMUNITY PLAN STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Adopted in 1988	PLAN AREA: Hollywood <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: Central	CERTIFIED NEIGHBORHOOD COUNCIL: Central Hollywood
EXISTING ZONING: P-1, C4-2D-SN; C4-2D	MAX DENSITY ZONING: 6:1 FAR 200 sq. ft. / dwelling unit for mixed use projects	LA River Adjacent: No	
GENERAL PLAN LAND USE: Regional Center Commercial	MAX. DENSITY PLAN: Same as zoning	PROPOSED PROJECT DENSITY: Site 1 - 4.76:1 FAR Site 2 – 4.5:1 FAR	

Determination (to be completed by Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- I find that the Project is a qualified “transit priority project” that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified “residential or mixed use residential project” that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature

Name / Title

Date

5.1 Aesthetics

<i>Except as provided in Public Resources Code (PRC) Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PRC Section 21099(d)(1) 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.” PRC Section 21099(a)(7) defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “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.” PRC Section 21099(a)(4) defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The Project is a mixed-use residential project that includes 633 residential dwelling units and commercial uses. The Project Site is located in the Hollywood community of the City of Los Angeles, a highly urbanized area. The Project Site is also located approximately 0.2 miles (for Site 1) and 0.26 miles (for Site 2) from the Metro B Line light rail station at Hollywood and Highland. Accordingly, the Project is located on an infill site that is also within a Transit Priority Area (TPA). Pursuant to Public Resources Code (PRC) Section 21099(d)(1), enacted by Senate Bill (SB) 743, and the City’s Zoning Information (ZI) File No. 2452, for mixed-use residential infill

projects located within a TPA, aesthetic impacts are not considered significant impacts on the environment.

Additionally, the City ZI File No. 2452 provides further guidance for the analysis to Aesthetics and Parking impacts within TPAs stating that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts shall not be considered an impact for infill projects within TPAs pursuant to CEQA.” However, ZI No. 2452 requires that projects in transit priority areas (TPA) be evaluated for consistency with relevant City land use plans and regulations governing scenic quality, which is addressed below under threshold b, and CEQA requires analysis of aesthetic impacts on cultural resources, which is addressed in *Section 5.5: Cultural Resources*. Accordingly, evaluation of the Project’s physical impacts associated with aesthetic resources is not required by CEQA and is provided in this Initial Study for informational purposes only.

Impact Analysis

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. Scenic vistas are generally associated with public vantages. A significant impact may occur if the Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.

As stated above, SB 743 made several changes to CEQA for projects located in areas served by mass transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered to have a significant impact on the environment. As discussed above, the Project is a mixed-use residential project. The Project Site is located on an infill site within a TPA under SB 743 (PRC Section 21099). Nonetheless, the following analysis is provided for informational purposes.

The Project Site is located in a highly urbanized area in the middle of downtown Hollywood. Nearby the Project Site are some of the most notable attractions in downtown Hollywood including the TCL Chinese Theatre, Dolby Theatre, the Egyptian Theatre, and the Hollywood Walk of Fame. The City’s General Plan Conservation Element defines scenic vistas as the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic resources. The Project Site is located on relatively flat land in an

urbanized portion of the City within the Hollywood Community Plan Area (HCPA), approximately 0.7 miles southwest of the US-101 which is a regional route that runs north-south. According to the Hollywood Community Plan, the focal point of the Community is the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea and Gower Street. 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. As documented in the Hollywood Community Plan Update EIR, scenic views from within the Plan Area include the Santa Monica Mountains, hillsides, and the urban skyline.¹ The western half of the hillsides includes the Hollywood Hills and the eastern half includes Griffith Park, which contains the Hollywood Sign and the Griffith Observatory. However, the area surrounding the Project site is built and these views are limited.

The proposed Project would include new buildings containing approximately 42,404 square feet of new retail/restaurant uses, approximately 30,488 square feet of new office uses and approximately 633 residential units. Additionally, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses and approximately 14,290 square feet of existing buildings would be reused or remain as office uses. A complex of new mixed-use buildings is planned on Sites 1 and 2. The tallest structure would be Building 2, a mixed-use building containing 15 floors with approximately 182 feet 7 and 18 inches in height located within Site 1. The tallest structure on Site 2 would be Building 6, a mixed use building containing 13 floors would be approximately 154 feet 6 and ¼ inches in height. The Project's outdoor open space, outdoor dining areas, and setbacks break up the buildings' massing to create visually appealing structures to those viewing the Buildings from surrounding areas. The Project would include two subterranean parking structures, one under each Site. The proposed Project would have a total floor area of 374,494 square feet for Site 1 and 229,761 square feet Site 2, including existing buildings would be reused or remain. As discussed above, the majority of views within the vicinity of the Project Site are obscured by existing development. The proposed Project would not obstruct views of buildings along Hollywood Boulevard and the new buildings would be similar in size to nearby buildings such as the buildings around the intersection of Hollywood Boulevard and Highland Avenue and along McCadden Place between Hollywood Boulevard and Selma Avenue. The proposed Project would not significantly obstruct scenic views of the Santa Monica Mountains, hillsides, and the urban skyline from adjacent roadways, as those views are already

1 Though the Hollywood Community Plan Update EIR has not been certified by the City Council, the EIR is an informational document that contains descriptions of existing conditions applicable to the environmental context for the Project.

limited by intervening structures. Pursuant to PRC Section 21099 and City ZI No. 2452, the Project would be a mixed-use, infill project located in a TPA, and as such aesthetic impacts, are considered less than significant.

The *Hollywood Central Historic Resources Technical Report* (see **Appendix C.1**) indicates that there are two historical resources presumed to be historically or culturally significant pursuant to California Code of Regulations Section 15064.5(a)(2) on the Project Site. On Site 1, the Redwine Building at 1618 N. Las Palmas Avenue, Building 5 of the proposed Project, situated along the western boundary of Site 1, is designated as a Historic-Cultural Monument by the City. On Site 2, the Cherokee Building Addition at 6630-6636 Hollywood Boulevard, Building 7 of the proposed Project, located at the northern edge of Site 2, immediately to the east of the Cherokee Building at 6638-6648½ Hollywood Boulevard, is a listed by the National Register of Historic Places as Contributor No. 74 to the Hollywood Commercial and Entertainment Historic District, placed in the National Register of Historic Places on April 4, 1985.

For Site 1, at fifteen and seven stories in height, respectively, proposed Buildings 2 and 3 would be substantially taller than the Redwine Building. Building 2, the taller of the two proposed buildings, would have a modest setback and stepped-back massing above the ground level to maintain the visual presence of the Redwine Building. While the building's larger setting would be altered, the Redwine Building's primary (west) façade would be unchanged and the distinctive architectural design of the building would continue to be visible. As such, construction of Building 2 and Building 3 would not impair views of the Redwine Building. For Site 2, Building 6 will be thirteen stories, or 154 feet, in height. The most important view of the Cherokee Building Addition is the view looking south from Hollywood Boulevard toward the building's primary (north) façade, which fronts Hollywood Boulevard. As Building 6 would be located to the south of the Cherokee Building Addition it would not obscure the view of the building's storefront from Hollywood Boulevard.

As such, scenic vistas would not be significantly impacted with the implementation of the proposed Project.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Less Than Significant Impact. The nearest State Designated Scenic Highway to the Project Site is the Arroyo Seco Historic Parkway Scenic Byway portion of Interstate (I) 110, located

approximately 5.6 miles east of the Project Site.² The Project Site is a highly urbanized and currently improved with commercial buildings and surface parking lots. There are few trees and no rock outcroppings on the Project Site. The Project Site does contain two historic resources (the locally designated Redwine Building on Site 1 and the Cherokee Building Addition, contributor to the historic Hollywood District, on Site 2) that will be preserved as part of the Project.

Therefore, since the Project Site is not located near, or visible from any designated or eligible State scenic highway, and does not contain scenic resources, including, but not limited to, trees and rock outcroppings, or other locally recognized scenic natural features visible from any State-designated scenic highway, the Project would not result in substantial adverse effects.

Moreover, consistent with State and local regulations, SB 743 and ZI File No. 2452, impacts to scenic resources or any other aesthetic impacts shall not be considered a significant impact for mixed-use residential projects located on an infill site within a TPA pursuant to CEQA.

c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project site is located in an urbanized area in the HCPA. The HCPA designates the Project Site as Regional Center Commercial and is zoned C4-2D-SN, P-1, and C4-2D. As stated in the City's General Plan Framework Element, the Regional Center Commercial designation are intended to serve as focal points of regional commerce, identity, and activity.³ Therefore, development within the Regional Center Commercial designation shall be focused on areas served by adequate transportation facilities and transportation demand management programs. Further it shall reinforce the historical development patterns of the area, stimulate appropriate residential housing, and provide transitions compatible with adjacent lower density residential neighborhoods.

The Project Site also includes zones C4-2D-SN, P-1, and C4-2D. C4-2D-SN and C4-2D are "Commercial" zones that permit a wide array of land uses, such as multi-family residential dwelling units, restaurant, retail stores, offices, hotels, and theaters. Pursuant to LAMC Section 12.22.A.18, or projects combining commercial and residential uses, such as the Project, in the C4 zones and with the Project Site's Regional Center Commercial land use designation are allowed

² Caltrans. "California State Scenic Highway System Map." <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed September 2022.

³ City of Los Angeles. Department of City Planning. "Chapter 3: Land Use." *General Plan Framework Element*. <https://planning.lacity.org/cwd/framwk/chapters/03/03205.htm>. Accessed September 2022.

any land use permitted in the R5 (Multiple Residential) zone, which includes multi-family dwellings with a minimum lot area of 200 square feet per dwelling unit. The SN designation indicates that approximately five parcels within the Project Site are located in the Hollywood Signage Supplemental Use District (HSSUD) which limits the issuance of sign permits without City approval.

Height

Site 1 is zoned P-1 (Automobile Parking) and C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District) and C4-2D (Commercial, Height District 2 with Development Limitation) closer to Selma Avenue. Site 1 would retain two existing buildings and feature three new buildings. Building 1 would be newly constructed and would be 7-stories with a height of approximately 94 feet 1 and ¼ inches. Building 2 would be newly constructed and would be 15-stories with a height of approximately 182 feet 7 and 1/8 inches. Building 2 represents the tallest structure of the proposed Project. Building 3 would be newly constructed and would be 7-stories with a height of approximately 77 feet 6 and ¼ inches. Site 2 is zoned C4-2D-SN. Site 2 would retain two existing buildings and feature one new building. Building 6 would be newly constructed and would be 13-stories with a height of approximately 154 feet 6 and ¼ inches.

The Height District 2 designation does not impose a vertical height limitation but does impose a maximum FAR of 6:1. The Development Limitation in the Project Site's height district, however, further limits total floor area contained in all buildings to a maximum FAR of 2:1 which may be exceeded with the approval of the City Planning Commission. Additionally, the D Limitation restricts height on Site 2 to 45 feet above grade, which can also be exceeded with City Planning Commission approval. The Project would utilize an off-menu State Density Bonus Law Incentive for Site 1 to allow an FAR of 4.76:1. The Project is requesting an off-menu State Density Bonus Law Incentive and Concession (Government Code Section 65916(d)) to allow an FAR of 4.50:1 for Site 2, and a waiver of development standard (Government Code Section 65915(e)) to allow the Project's proposed height in lieu of the D Limitation's 45 foot height limit for Site 2. With the approval of the proposed FAR and height for the Project, the D Limitation's FAR and height restrictions (as applicable) would not apply. Additionally, the surrounding area is built and the tallest structure would be built behind the row of proposed buildings on Hollywood Boulevard so as to not obstruct the view or character of the area. The Project's outdoor open space, outdoor dining areas, and setbacks break up the buildings' massing to create visually appealing structures to those viewing the Buildings from surrounding areas. *FAR*

According to the Hollywood Redevelopment Plan, proposed development within the area can be in excess of the designated 4.5:1 FAR and up to but not to exceed 6:1 FAR. Such other density may be permitted by future amendments to the Community Plan, on a specific site may be permitted as hereinafter set forth provided that the proposed development furthers the goals and intent of the Redevelopment Plan and the Community Plan and meets objective “a” and at least one other of the following objectives:⁴

- a) to concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation facilities or which effectively utilize transportation demand management programs;
- b) to provide for new development which compliments the existing buildings in areas having architecturally and/or historically significant structures or to encourage appropriate development in areas that do not have architecturally and/or historically significant buildings.
- c) to provide focal points of entertainment, tourist, or pedestrian oriented uses in order to create a quality urban environment; and
- d) to encourage the development of appropriately designed housing to provide a balance in the community.
- e) to provide substantial, well designed, public open space in the Project Area.

The Project would be consistent with the goals and intent of the Redevelopment Plan and the Community Plan. The Project would be consistent with objective a) as the Project is a transportation orient project that would place residential uses near high quality transportation such as local bus stops as well as the Metro E Line. The Project would also be consistent with b) by providing new development to complement the existing uses and historically significant structures surrounding the Project site. The Project would also be consistent with c) by creating new retail and restaurant uses in a walkable, transit-oriented urban environment. The Project would also be consistent with d) by providing new residential units (including 67 affordable units) that support the housing goals of the community. Therefore, the Project would be consistent with the requirements for increased density within the Regional Center Commercial designation.

Setbacks

The Project’s C4-2D-SN commercial zoning (and application of C4 zone development standards to the P Parcels pursuant to AB 2334, Los Angeles City Planning Department’s recent AB 2334 Guidance memo, and guidance received from the Los Angeles City Planning Department’s

4 Los Angeles City Planning. *Hollywood Redevelopment Plan*. <https://planning.lacity.org/plans-policies/overlays/hollywood>. Accessed October 2022.

housing unit) requires setbacks only for residential uses according to the R4 zoning. There are no requirements for front setbacks regardless of use. Side setbacks should consist of 5 feet plus one foot for each story over the second story and may not exceed 16 feet. Rear setbacks should consist of 5 feet plus one foot for each story over the third story and may not exceed 20 feet for residential uses. The Project is required to provide 16 foot side yard setbacks for the residential portions of Buildings 1, 2, and 3 .The Project is requesting waivers of development standards pursuant to Gov. Code 65915(e) to allow reduced setbacks for 5 of the Project's side yards on Site 1. The Project is also requesting reduced side yard setback of 10 foot 4 inches on Site 2. With these approvals, the Project's required yards will comply with applicable law.

In addition, the Project will seek waivers of development standards (Gov. Code 65915(e)) for Site 1 to allow reduced building separation (required by LAMC 12.21.C.2) as follows: (a) Building 2 to Building 1 separation requirement to allow 26 feet and 9 inches in lieu of 42 feet, and (b) Building 2 to Building 3 separation requirement to allow 20 feet in lieu of 42 feet.

Because the Project site is an urbanized area and does not conflict with applicable zoning and other regulations governing scenic quality, the proposed Project will not result in any adverse effects on the scenic quality of the Project site or the surrounding area.

Moreover, consistent with State and local regulations, aesthetic impacts shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

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

Less Than Significant Impact. Construction-related activity would be limited to the hours between 7:00 AM and 9:00 PM, Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities would occur on Sundays or federal holidays. Additionally, lighting would be limited and temporary during the above days and hours. As such, Project construction would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and would have a less than significant impact. Moreover, consistent with State and local regulations, SB 743 and ZI File No. 2452, impacts to the light and glare or other aesthetic impacts shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

Once in operation, the Project's exterior night lighting would be installed in building entrances and common open space areas, largely to provide adequate night visibility for residents and visitors and to provide a measure of security. In addition to the exterior ground-level nighttime security lighting, interior lighting associated with the Project would provide an additional source of

nighttime illumination. Overall, the level of light and glare associated with the Project is typical of the existing urban context.

Additionally, outdoor lighting would be designed and installed with shielding, such that lighting would be directed and focused onto the Project Site and not on adjacent residential properties in accordance with LAMC lighting regulations which require that operational lighting be directed downward or on the specific on-site feature to be lit or to avoid direct glare onto exterior glazed windows or glass doors of existing and adjacent uses. Proposed signage and outdoor lighting would be subject to applicable regulations contained within the LAMC. Most notably, LAMC Section 93.0117(b) limits lighting intensity or direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

LAMC Section 14.4.4 E requires that no sign shall be arranged and illuminated in a manner that would produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Moreover, consistent with SB 743 and ZI File No. 2452, impacts to light and glare or any other aesthetic impacts shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

Cumulative Impacts

The analysis of cumulative impacts is based on an assessment of reasonably foreseeable growth associated with a list of past, present, and anticipated future projects, development of the proposed Project in conjunction with related projects would result in an incremental intensification of land uses in an urbanized area of the City. Because of the area's dense urban fabric, public scenic views are generally available only through public street corridors (i.e., Hollywood Boulevard). The proposed Project and the related projects would be subject to the City's development standards which require architectural design to comply with City aesthetic standards and compatibility with existing surrounding uses and all projects (new construction, substantial rehabilitation, or any exterior remodel or change to a building) are required to go through design review. In addition, the proposed Project and the related projects could include new landscaping and street-level redevelopment that would generally improve the overall visual character and

quality of the downtown Hollywood area. The proposed Project would comply with the City's development standards and is located within a designated urban lot planned for development. The proposed Project would not encroach upon public views along street corridors. Thus, the proposed Project's contribution would not be cumulatively considerable.

Moreover, consistent with State and local regulations, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No aesthetics mitigation measures were identified.

Hollywood Community Plan EIR:

No aesthetics mitigation measures were identified.

***Hollywood Community Plan Update EIR:*⁵**

No aesthetics mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

⁵ The *Hollywood Community Plan Update EIR* was approved by the City of Los Angeles Planning Commission on March 18, 2021, and recommended to the City Council for approval. Though not approved by the City Council at the time of public review of this document, the *Hollywood Community Plan Update EIR* is included with the expectation that it could be certified prior to the approval of this SCEA.

5.2 Agriculture and Forestry Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. 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 nonagricultural use?

No Impact. A significant impact may occur if a Project were to result in the conversion of State-designated agricultural land from agricultural use to another nonagricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland” in California. The Project Site is located in an urbanized area of Los Angeles and is designated in the Hollywood Community Plan as “Regional Central Commercial.”⁶ No farmland or agricultural activity exists in the vicinity of the Project Site. According to the California Department of Conservation, Division of Land Resource Protection, the soils at the Project site and in the surrounding area are not a candidate for listing as Prime Farmland, Unique Farmland, or

6 City of Los Angeles. Department of City Planning. “Hollywood Community Plan Map. General Plan Land Use Map (2014).” <https://planning.lacity.org/odocument/17308382-2458-45c4-a327-54cd9593955a/hwdplanmap.pdf>. Accessed September 2022.

Farmland of Statewide Importance.⁷ Therefore, the Project has no impact on the conversion of farmland to nonagricultural uses.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact may occur if proposed Project construction were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to nonagricultural use. As previously stated, the Project site is designated as Regional Central Commercial and is zoned C4-2D-SN, C4-2D and P-1, all zones that do not permit agricultural uses. Accordingly, the Project site is not zoned for agricultural production, and no farmland activities exist on-site. Additionally, no Williamson Act Contracts exist on the Project site.⁸ As such, the proposed Project would have no impact with respect to land zoned for agricultural use or under a Williamson Act Contract.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is zoned C4-2D-SN, C4-2D and P-1. The C4 Commercial Zone permits a variety of uses, such as multiple dwelling residential; retail with limited manufacturing; service stations and garages; and office uses, hotels, and hospitals. The P-1 Parking Zone generally permits parking related uses and allows small lot subdivision housing subject to tract map approval. The Project Site is not zoned as forestland or timberland and there is no timberland production at the Project Site. Therefore, no impact related to forest land or timberland will occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is not zoned as forestland or timberland and there is no timberland production at the Project Site. As such, the Project would not result in the loss of forest land or conservation of forest land to non-forest use. Therefore, the Project would have no impact and would not result in the loss of forest land or conversion of forest land to non-forest use.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a Project involves changes to the existing environment that could result in the conversion of farmland to another nonagricultural use or conversion of forest land to non-forest use. The Project Site is in an area of the City that is highly

7 California Department of Conservation (DOC). "California Important Farmland Finder." <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed September 2022.

8 City of Los Angeles. "Conservation Element." *General Plan*. <https://planning.lacity.org/plans-policies/general-plan-overview>. Accessed September 2022.

urbanized. Neither the Project nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project Site. The Project Site is not classified in any “Farmland” category designated by the State of California. According to the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site and in the surrounding area are not a candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁹ Therefore, the Project has no impact related to conversion of farmland to a nonagricultural use or conversion of forest land to non-forest use, and no impact will occur.

Cumulative Impacts

No Impact. Development of the proposed Project in combination with the related projects, would not significantly impact any agricultural or forestry resources as no such land occurs in the vicinity of the Project Site or related projects due to the existing urban development. The Los Angeles County Important Farmland Map maintained by the California Division of Land Resource Protection indicates that the Project Site, the surrounding area, and the related projects are not included in the Important Farmland category.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No agricultural and forestry resources mitigation measures were identified.

Hollywood Community Plan EIR:

No agricultural and forestry resources mitigation measures were identified.

Hollywood Community Plan Update EIR:

No agricultural and forestry resources mitigation measures were identified.

9 DOC. “California Important Farmland Finder.”

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

5.3 Air Quality

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

Introduction

Criteria Air Pollutants

The criteria air pollutants that are most relevant to current air quality planning and regulation in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). In addition, volatile organic compounds (VOC) and toxic air contaminants (TACs) are a concern in the SCAB, but are not classified under Ambient Air Quality Standards (AAQS). The characteristics of each of these pollutants are briefly described below.

The State and AAQS and their attainment status in the SCAB for each of the criteria pollutants are summarized in **Table 5.0-1: Ambient Air Quality Standards and Attainment Status**. The term “nonattainment area” is used to refer to an air basin in which one or more ambient air quality standards are exceeded. Under federal and State standards, the SCAB is currently designated as nonattainment for O₃ and PM₁₀.

**TABLE 5.0-1
AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS**

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Nonattainment	—	Nonattainment
	8-hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic mean	0.03 ppm (57 µg/m ³)	Attainment	0.053 ppm (100 µg/m ³)	Unclassified/ Attainment
	1-hour	0.18 ppm (339 µg/m ³)		0.100 ppm (188 µg/m ³)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Unclassified/ Attainment
	1 hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)	
Sulfur Dioxide (SO ₂)	1 hour	0.25 ppm	Attainment	0.075 ppm	Attainment
	24 hour	0.04 ppm		—	
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	—	Unclassified/ Attainment
	Rolling 3-month average	—		0.15 µg/m ³	
Respirable Particulate Matter (PM ₁₀)	24 hour	50 µg/m ³	Nonattainment	150 µg/m ³	Nonattainment
	Annual arithmetic mean	20 µg/m ³		—	
Fine Particulate Matter (PM _{2.5})	24 hours	—	Attainment	35 µg/m ³	Unclassified/ Attainment
	Annual arithmetic mean	12 µg/m ³		12 µg/m ³	

Source: California Air Resources Board website at: <https://www.arb.ca.gov/research/aaqs/aaqs2.pdf> and CARB, "Area Designations Maps/State and National," <http://www.arb.ca.gov/degis/adm/adm.htm>. Accessed September 2022.

Note: ppm = parts per million.

Ozone (O₃)

O₃ is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs), sometimes referred to as VOC, and nitrogen oxides (NO_x), byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible subgroups for ozone effects. Short-term exposures (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission and mortality rates have also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the observed responses mentioned above. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide (CO)

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O₃, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers.

Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Nitrogen Dioxide (NO₂)

NO₂ is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO₂ is also a byproduct of fuel combustion. The principle form of NO₂ population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO₂ considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O₃ and NO₂.

A detailed discussion of the health effects of NO₂ is provided in the SCAQMD *Final 2016 Air Quality Management Plan*.¹⁰

Particulate Matter (PM₁₀ and PM_{2.5})

A consistent correlation between elevated ambient respirable and fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the US and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and an increased mortality from lung cancer.

Daily fluctuations in fine-particulate-matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced

¹⁰ South Coast Air Quality Management District (SCAQMD). "Appendix I: Health Effects." *Final 2016 Air Quality Management Plan*. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14>. Accessed September 2022.

with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of PM₁₀ and PM_{2.5}.

Sulfur Dioxide (SO₂)

SO₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, as well as from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfates (SO₄). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

A few minutes of exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. Asthmatics' acute exposure to SO₂ increases their resistance to air flow and reduces their breathing capacity, which leads to severe breathing difficulties. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂.

Animal studies suggest that despite the fact that SO₂ is a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Most of the health effects associated with fine particles and SO₂ at ambient levels are also associated with SO₄. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO₄ concentrations. However, efforts to separate the effects of SO₄ from the effects of other pollutants have generally not been successful. Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles, such as sulfuric acid aerosol and ammonium bisulfate, are more toxic than nonacidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead (Pb)

Pb occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the SCAB. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles, such as racecars. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be resuspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters. Pb is also found in lead-based paint, which is considered health hazard for people, especially children. From the turn of the century through the 1940s, paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased, but was still used until 1978 when it was banned from residential use. Remodeling, renovations, or demolition activities in older buildings could disturb lead-based paint surfaces.

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures, and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

Volatile Organic Compounds (VOCs)

VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide (CO₂), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. VOC emissions often result from the evaporation of solvents in architectural coatings. Reactive organic gases (ROG) are any reactive compounds of carbon, excluding methane, CO, CO₂ carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. ROG

emissions are generated from the exhaust of mobile sources.¹¹ Both VOC and ROG are precursors to ozone and the terms can be used interchangeably.¹²

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed previously, but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California.¹³ Diesel Particulate Matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 µm), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area, which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher near heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.¹⁴

11 SCAQMD. *Appendix A: Calculation Details for CalEEMod*. October 2017. http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6. Accessed September 2022.

12 Both VOC and ROG are both precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.

13 The complete list of such substances is located at www.arb.ca.gov/toxics/id/taclist.htm.

14 California Air Resources Board (CARB). “Overview: Diesel Exhaust & Health.” <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Accessed September 2022.

To provide a perspective on the contribution that DPM has on the overall Statewide average ambient air toxics potential cancer risk, CARB evaluated risks from specific compounds using data from CARB's ambient monitoring network. CARB maintains 21-site air toxics monitoring network that measures outdoor ambient concentration levels of approximately 60 air toxics. CARB has determined that, of the top ten inhalation risk contributors, DPM contributes approximately 68 percent of the total potential cancer risk.¹⁵

State

California Air Resources Board

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). The California Air Resources Board (CARB) became part of the California Environmental Protection Agency in 1991 and is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 5.0-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

15 SCAQMD. *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV) Final Report*. May 2015. <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>. Accessed September 2022.

Local**South Coast Air Quality Management District**

SCAQMD shares responsibility with CARB for ensuring that all State and federal AAQS are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast and Salton Sea Air Basins, all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It does not include the Antelope Valley or the non-desert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions, primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the air basins. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the air basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as being in nonattainment of the NAAQS or CAAQS. The term “nonattainment area” is used to refer to an air basin in which one or more AAQS are exceeded. SCAQMD also prepares the SIP for its jurisdiction and promulgates rules and regulations. The SIP includes strategies and tactics to be used to attain the federal ozone standards in the South Coast Air Basin. The SIP elements are taken from the most recent AQMP.

SCAQMD adopted a Final 2022 AQMP on December 2, 2022.¹⁶ The AQMP includes transportation control measures developed by SCAG from its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy,¹⁷ as well as the integrated strategies and measures needed to meet the NAAQS. The AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM_{2.5} standards.

SCAQMD is responsible for limiting the amount of emissions that can be generated throughout the air basins by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that limit the emissions that can be generated by various uses/activities and identifying specific pollution-reduction measures that must be implemented in association with various uses and activities. These rules regulate not only the

16 SCAQMD. *2022 Air Quality Management Plan*. Adopted December 2, 2022. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf> Accessed March 2022.

17 Southern California Association of Governments (SCAG). *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*. November 2, 2023. <https://www.connectsocial.org/Pages/Connect-SoCal-Draft-Plan.aspx>. Accessed September 2022.

emissions of the federal and State criteria pollutants, but also toxic air contaminants (TACs) and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the Project are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM₁₀ emissions during grading and construction activities. Rule 1113 limits the VOC content of coatings, with a VOC content limit for flat coatings of 50 grams per liter (g/L). Additional details regarding these rules and other potentially applicable rules are presented as follows.

- **Rule 402 (Nuisance):** This rule states that a “person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- **Rule 403 (Fugitive Dust).** This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).
- **Rule 1113 (Architectural Coatings).** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Stationary emissions sources subject to these rules are regulated through SCAQMD’s permitting process. Through this permitting process, SCAQMD also monitors the amount of stationary emissions being generated and uses this information in developing AQMPs.

City of Los Angeles

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized

traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new related projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

Air Pollution Climatology

The Project Sites are located within the Los Angeles County non-desert portion of the Basin, which is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity.

This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO₂ react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO₂ emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 PM) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO₂ concentrations are also generally higher during fall and winter days.

Air Monitoring Data

For evaluation purposes, the SCAQMD territory is divided into 38 source receptor areas (SRAs). These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area.

The Project Sites are within SRA 1, Central Los Angeles County.¹⁸ The nearest air monitoring station SCAQMD operates is located at 1630 North Main Street.¹⁹ This station monitors O₃, NO₂, PM₁₀ and PM_{2.5}. **Table 5.0-2: Air Quality Monitoring Summary** summarizes published monitoring data from 2018 through 2020, the most recent 3-year period available. The data show that during the past few years, the region has exceeded the O₃, PM₁₀ and PM_{2.5} standards.

Sensitive Receptors

The SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Individuals who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. Some individuals are considered more sensitive to air pollutants than others because of preexisting health problems, proximity to the emission sources, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential areas are also considered sensitive to poor air quality because people in residential areas are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution because the vigorous exercise associated with recreation facilities put a high demand on respiratory system function. The nearest sensitive receptors to Site 1 include adjacent residential uses to the south along Cherokee Avenue and school uses across Cherokee Avenue. The nearest sensitive receptors to Site 2 include adjacent school uses to the south along Cherokee Avenue and residential uses across Cherokee Avenue.

18 SCAQMD. "General Forecast Areas and Air Monitoring Areas Map." <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>. Accessed September 2022.

19 SCAQMD. "Site Survey Report for Los Angeles (Central)–North Main Street, AQS ID 060371103." *Annual Air Quality Monitoring Network Plan*. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmp-losangeles.pdf?sfvrsn=16>. Accessed September 2022.

**TABLE 5.0-2
AIR QUALITY MONITORING SUMMARY**

Air Pollutant	Average Time (Units)	2018	2019	2020
Ozone (O ₃)	State Max 1 hour (ppm)	0.098	0.093	0.185
	Days > CAAQS threshold (0.09 ppm)	2	0	14
	National Max 8 hour (ppm)	0.073	0.080	0.118
	Days > NAAQS threshold (0.075 ppm)	4	2	22
	State Max 8 hour (ppm)	0.074	0.080	0.118
	Days > CAAQS threshold (0.07 ppm)	4	2	22
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO ₂)	National Max 1 hour (ppm)	0.070	0.070	0.062
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.070	0.069	0.061
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM ₁₀)	National Max (µg/m ³)	68.2	62.4	83.7
	National Annual Average (µg/m ³)	30.2	23.0	33.1
	Days > NAAQS threshold (150 µg/m ³)	0	0	0
	State Max (µg/m ³)	81.2	93.9	185.2
	State Annual Average (µg/m ³)	34.0	—	33.9
	Days > CAAQS threshold (50 µg/m ³)	31	15	34
Fine particulate matter (PM _{2.5})	National Max (µg/m ³)	61.4	43.5	175.0
	National Annual Average (µg/m ³)	12.8	10.8	13.7
	Days > NAAQS threshold (35 µg/m ³)	6	1	12
	State Max (µg/m ³)	65.3	43.5	175.0
	State Annual Average (µg/m ³)	16.0	10.8	15.0

Source: CARB, iADAM: Air Quality Data Statistics.

Note: (—) = Data not available.

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The South Coast Air Quality Management District (SCAQMD) adopted an updated air quality management plan (AQMP) in December 2022.²⁰ The AQMP was prepared to comply with the federal and State Clean Air Acts and amendments; accommodate growth; reduce pollutants in the Basin; meet federal and State air quality standards; and minimize the fiscal impact of pollution control measures on the local economy. It builds on approaches in the previous AQMP to achieve attainment of the federal ozone air quality standard. These planning efforts have substantially decreased exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumption used in the development of the AQMP

20 SCAQMD. 2022 Air Quality Management Plan.

would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

SCAG has the responsibility for preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's *2020–2045 RTP/SCS*,²¹ which includes a Sustainable Communities Strategy that addresses regional development and growth forecasts. Determining whether or not a project exceeds SCAG's growth forecasts involves the evaluation of the following: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies.

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. As discussed in *Section 5.11: Land Use and Planning*, the Project would conform to objectives outlined in both the *2020–2045 RTP/SCS*. The Project would be well-served by mass transit, including the nearby Metro B Line subway line at Hollywood and Highland and multiple nearby bus lines provided by Metro. The Project Site is also located in both a TPA and HQT. The Project would include bicycle parking facilities within the subterranean parking structures. The Project would provide Metro mass transit riders and the public at-large access to the Project Site, including the to the below-grade Metro B Line Hollywood/Highland Station, located approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2, and within approximately 0.6 miles of the Hollywood/Vine Metro B line station. The closest bus stops to the Project Site are the Hollywood/Las Palmas bus stops, located north and northwest of Site 1, respectively, and the Hollywood/Whitley bus stop, located northeast of Site 2. In addition to these mass transit options, the Project Site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of an infill mixed-use transit-oriented development Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area.

The *2020–2045 RTP/SCS* provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these

21 SCAG. *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*.

are used by SCAG in all phases of implementation and review. As discussed in *Section 5.14: Population and Housing*, the Project would be within SCAG's growth forecasts.

Additionally, the Basin is currently designated as nonattainment at the federal level for ozone and PM_{2.5}; and at the State level for O₃, PM₁₀, and PM_{2.5}. SCAQMD developed regional emissions thresholds to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Air Basin. As shown in **Table 5.0-4** and **Table 5.0-5** below, temporary emissions associated with construction of the Project would not exceed SCAQMD thresholds for regional emissions. Moreover, concurrent construction of the two development sites and concurrent construction and operational emissions would not exceed SCAQMD thresholds. Additionally, as discussed further in **Table 5.0-6** below, long-term emissions associated with operation would not exceed SCAQMD's emission thresholds. As such, the Project is consistent with the growth assumptions in the regional air plan and would not contribute to air quality violations in the Basin. Impacts would be less than significant.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than Significant Impact. A significant impact could occur if the Project would add a considerable cumulative contribution to Federal or State nonattainment pollutants. The Basin is currently in State nonattainment for O₃, PM₁₀, and PM_{2.5}. In regard to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple related projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."²² Therefore, if a project generates less than significant construction or operational emissions, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

Construction

Construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during the demolition/grading/excavation/site preparation

²² SCAQMD. "Appendix A." *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. 2003.

phases would primarily generate particle pollution. Particles less than 10 micrometers in diameter (PM₁₀) and particles less than 2.5 micrometers in diameter (PM_{2.5}) would be the primary sources of particle pollution. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the site) would primarily generate nitrogen oxide (NO_x) emissions. The application of architectural coatings, such as paint, during the building construction phase would primarily result in the release of volatile organic compound (VOC) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. The Project lies within the jurisdiction of the SCAQMD, compliance with SCAQMD rules and guidelines is required. Among the applicable SCAQMD rules are Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 requires the use of stringent best available control measures to minimize PM₁₀ emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content limit for flat coatings.

Table 5.0-3: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction of Sites 1 and 2, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. As shown, the Site 1 building construction phase would occur concurrently with the Site 2 demolition, grading, building construction, paving, and architectural coating phases. Moreover, the Site 1 architectural coating phase would occur concurrently with the Site 2 architectural coating phase. It is important to note that Site 2 would be operational before completion of Site 1. Specifically, Site 2 would be operational during the Site 1 paving and architectural coating phases. These overlaps are considered in the analysis below to determine worst-case daily emissions.

**TABLE 5.0-3
PROJECT CONSTRUCTION SCHEDULE**

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
Site 1				
Demolition	1/2/2025	1/15/2025	10	Removal of existing surface parking and buildings
Grading	1/16/2025	9/1/2025	163	Grading of site and export of 76,000 cubic yards of soil
Building Construction	9/2/2025	6/1/2027	456	Construction of a new residential, retail, and office uses
Paving	7/30/2027	8/31/2027	23	Paving of asphalt surfaces
Architectural Coating	6/2/2027	8/31/2027	65	Application of architectural coatings to building materials
Site 2				
Demolition	9/1/2025	9/12/2025	10	Removal of existing surface parking and buildings
Grading	9/15/2025	2/26/2026	119	Grading of site and export of 26,000 cubic yards of soil
Building Construction	12/1/2025	4/29/2027	369	Construction of a new residential, retail, and restaurant uses
Paving	4/30/2027	5/31/2027	22	Paving of asphalt surfaces
Architectural Coating	4/30/2027	6/29/2027	43	Application of architectural coatings to building materials

*Note: Refer to **Appendix A.1** (Site 1 Air Quality Data) and **Appendix A.2** (Site 2 Air Quality Data), Section 3.0: Construction Detail.*

Table 5.0-4: Maximum Construction Emissions identifies daily emissions that are estimated to occur on peak construction days for both Sites 1 and 2 individually, and the maximum concurrent emissions from overlapping construction phases. Emissions presented in **Table 5.0-4** include regulatory compliance measures such as control efficiency of PM₁₀ (dust control measures per SCAQMD Rule 403). As shown, construction-related daily emissions associated with both Sites 1 and 2, and concurrent construction would not exceed any regional SCAQMD significant threshold for criteria pollutants during the construction phases. Therefore, construction emissions would not contribute to a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (O₃, PM₁₀, and PM_{2.5}). As such, construction impacts would be less than significant.

**TABLE 5.0-4
MAXIMUM CONSTRUCTION EMISSIONS**

Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Site 1						
2025	2	19	23	<1	4	2
2026	2	16	23	<1	4	1
2027	38	16	22	<1	4	1
Maximum Emissions	38	19	23	<1	4	2
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No
Site 2						
2025	3	29	28	<1	6	3
2026	3	29	28	<1	6	3
2027	32	14	18	<1	3	1
Maximum Emissions	32	29	28	<1	6	3
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No
Concurrent Emissions						
Site 1 Building Construction/ Site 2 Demolition	4	31	37	<1	6	2
Site 1 Building Construction/ Site 2 Grading	4	32	32	<1	8	3
Site 1 Building Construction/ Site 2 Building Construction	4	30	42	<1	7	3
Site 1 Building Construction/ Site 2 Paving	3	21	32	<1	5	2
Site 1 Building Construction/ Site 2 Architectural Coating	34	17	26	<1	5	2
Site 1 Architectural Coating/ Site 2 Architectural Coating	68	2	7	<1	1	0
Maximum Emissions	68	32	42	<1	8	3
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Note: Refer to **Appendix A.1** (Site 1 Air Quality Data) and **Appendix A.2** (Site 2 Air Quality Data).

CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; VOC = volatile organic compound; SO_x = sulfur oxides.

As discussed previously, Site 2 would be operational prior to completion of Site 1. As such, operational emissions from Site 2 would be generated concurrently with the Site 1 paving and

architectural coating phases. **Table 5.0-5: Concurrent Construction/Operation Emissions** identifies daily emissions that are estimated to occur during the overlapping operational and construction phases of Sites 1 and 2. Per SCAQMD guidance, this analysis utilizes the daily operational thresholds as they are more stringent than the daily construction thresholds. As shown in **Table 5.0-5** concurrent construction and operation emissions would be below SCAQMD's operational thresholds. As such, impacts from concurrent construction and operation emissions would be less than significant.

**TABLE 5.0-5
CONCURRENT CONSTRUCTION/OPERATION EMISSIONS**

Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Site 2 Operation/ Site 1 Paving	12	16	87	<1	15	5
Site 2 Operation/ Site 1 Architectural Coating	48	12	82	<1	16	5
Maximum Emissions	48	16	87	<1	16	5
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Refer to **Appendix A.1** (Site 1 Air Quality Data) and **Appendix A.2** (Site 2 Air Quality Data).

CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; VOC = volatile organic compound; SO_x = sulfur oxides.

Operation

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities after the Project is built and occupied. Area source emissions would be generated by the consumption of natural gas, landscape maintenance, and reapplication of architectural coatings. Mobile emissions would result from passenger vehicles traveling to and from the Project Sites. More specifically, the Project would generate 5,672 total daily trips.²³ The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod as recommended by the SCAQMD. The results of these calculations are presented in **Table 5.0-6: Maximum Operational Emissions**. As shown in **Table 5.0-6**, the emissions associated with the Project would not exceed the SCAQMD operational emission thresholds. As such, operational impacts would be less than significant.

²³ See the *Transportation Assessment* contained in **Appendix H** of this SCEA.

**TABLE 5.0-6
MAXIMUM OPERATIONAL EMISSIONS**

Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds/day					
Site 1						
Area	10	7	35	<1	1	1
Energy	<1	3	2	<1	<1	<1
Mobile	10	10	97	<1	25	7
Total	20	21	135	<1	26	8
Site 2						
Area	10	7	35	<1	1	1
Energy	<1	3	2	<1	<1	<1
Mobile	10	10	99	<1	25	7
Total	20	20	136	<1	25	7
Total Sites 1 and 2	40	41	271	<1	51	15
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Refer to **Appendix A.1** (Site 1 Air Quality Data) and **Appendix A.2** (Site 2 Air Quality Data).

CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; VOC = volatile organic compound; SO_x = sulfur oxides.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The SCAQMD devised the Localized Significance Threshold (LST) methodology²⁴ to assess the potential air quality impacts that would result in the near vicinity of the Project.

The LST methodology considers emissions generated from on-site sources and excludes emissions from off-site vehicular traffic. The SCAQMD provides mass rate lookup tables as a screening tool to determine the likelihood of localized impacts from Project construction and operation. As discussed previously, the nearest sensitive receptors to Site 1 include adjacent residential uses to the south along Cherokee Avenue and school uses across Cherokee Avenue. The nearest sensitive receptors to Site 2 include adjacent school uses to the south along Cherokee Avenue and residential uses across Cherokee Avenue. Ambient conditions for Central

²⁴ SCAQMD. *Final Localized Threshold Methodology*. July 2008. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>. Accessed September 2022.

Los Angeles County, as recorded in SRA 1 by SCAQMD, were used in determining appropriate threshold levels. The LST mass rate look-up tables are applicable to NO_x, CO, PM_{2.5} and PM₁₀.

Construction

The results of the construction LST analysis is provided in **Table 5.0-7: Localized Construction Emissions**. **Table 5.0-7** identifies daily localized emissions that are estimated to occur on peak construction days for both Sites 1 and 2. Emissions presented in **Table 5.0-7** include regulatory compliance measures such as control efficiency of PM10 (dust control measures per SCAQMD Rule 403). As shown, construction-related localized emissions associated with both Sites 1 and 2 would not exceed the applicable SCAQMD localized significance thresholds for construction. As emissions would be below SCAQMD localized thresholds, impacts to sensitive receptors from localized emissions during construction would be less than significant.

**TABLE 5.0-7
LOCALIZED CONSTRUCTION EMISSIONS**

Source	NO _x	CO	PM ₁₀	PM _{2.5}
	On-Site Emissions (pounds/day)			
Site 1				
Total maximum emissions	13	13	3	2
LST threshold ^a	97	948	7	4
Threshold Exceeded?	No	No	No	No
Site 2				
Total maximum emissions	13	13	3	2
LST threshold ^b	83	763	6	4
Threshold Exceeded?	No	No	No	No

Notes: Refer to **Appendix A.1** (Site 1 Air Quality Data) and **Appendix A.2** (Site 2 Air Quality Data).

CO = carbon monoxide; NO_x = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

^a LST's based on a 1.81-acre site with a distance to sensitive receptors of 25 meters (82 feet).

^b LST's based on a 1.17-acre site with a distance to sensitive receptors of 25 meters (82 feet).

Project construction would result in short-term emissions of diesel particulate matter, which is a TAC. Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Diesel particulate matter is a source of PM_{2.5} (diesel particles are typically 2.5 microns and smaller). As shown in **Table 5.0-7** localized diesel particulate matter would be below localized thresholds and there would be no significant impacts to the sensitive receptors located around Sites 1 or 2.

Operation

Local emissions from Project operation would include area and energy sources. Area and energy source emissions are based on natural gas (stoves, building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the CEC's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone. The results of the operational LST analysis are provided in **Table 5.0-8: Localized Operational Emissions**. As shown in **Table 5.0-8**, emissions would not exceed the localized significance thresholds for operation. Therefore, localized operational impacts to sensitive receptors located around Sites 1 and 2 would be less than significant.

**TABLE 5.0-8
LOCALIZED OPERATIONAL EMISSIONS**

Source	NO _x	CO	PM ₁₀	PM _{2.5}
	On-Site Emissions (pounds/day)			
Site 1				
Total maximum emissions	11	38	1	1
LST threshold ^a	97	948	2	2
Threshold Exceeded?	No	No	No	No
Site 2				
Total maximum emissions	5	22	<1	<1
LST threshold ^b	83	763	2	1
Threshold Exceeded?	No	No	No	No

Notes: Refer to **Appendix A.1** (Site 1 Air Quality Data) and **Appendix A.2** (Site 2 Air Quality Data).

CO = carbon monoxide; NO_x = nitrogen oxide; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns.

^a LST's based on a 1.81-acre site with a distance to sensitive receptors of 25 meters (82 feet).

^b LST's based on a 1.17-acre site with a distance to sensitive receptors of 25 meters (82 feet).

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. According to the SCAQMD, "while almost any source may emit objectionable odors, some land uses will be more likely to produce odors...because of their operation."²⁵ Land uses that are more likely to produce objectionable odors include agriculture,

25 SCAQMD. "Chapter 2: Air Quality Issues Regarding Land Use." p. 2-2. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. May 2005.

chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants.

Construction

During construction, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent residences, they are temporary and intermittent in nature. As construction-related emissions dissipate, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. As such, construction impacts would be less than significant.

Operation

Operation of the Project includes mixed-use residential developments and would not contain any active manufacturing activities. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Therefore, operational impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The discussion above for Threshold b. addresses the potential for cumulative impacts for criteria pollutants that are not in attainment with applicable federal or State standards. As discussed above, the SCAQMD suggests that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. Individual projects that exceed SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulative considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As shown in **Table 5.0-4** and **Table 5.0-5**, construction emissions associated with Sites 1 and 2 would not exceed SCAQMD thresholds. Moreover, concurrent construction and operation emissions would not exceed SCAQMD thresholds. As shown in **Table 5.0-6**, total operational emissions associated with Sites 1 and 2 would not exceed SCAQMD thresholds.

Additionally, as shown in **Tables 5.0-7** and **Table 5.0-8**, localized emissions from Project construction and operation would also not exceed SCAQMD thresholds. SCAQMD guidance states that "projects that do not exceed the project specific thresholds are generally not

considered to be cumulatively significant.”²⁶ As such, the Project would not have a considerable contribution to a cumulative impact and would be less than significant.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No air quality mitigation measures were identified.

Hollywood Community Plan EIR:

No air quality mitigation measures were identified.

Hollywood Community Plan Update EIR:

No air quality mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

26 SCAQMD. “Appendix D.” *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>. Accessed September 2022.

5.4 Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant. The Project Site is located in an urbanized area in the City and consists of existing commercial buildings and a surface parking lot on Site 1, and existing commercial buildings and a surface parking lot on Site 2. The Project Site's vicinity is heavily urbanized with commercial buildings of various sizes located along Hollywood Boulevard, Las Palmas Avenue and Cherokee Avenue. Both Site 1 and Site 2 are fully developed with buildings and surface parking. There are a few non-native existing trees on-site including some tall trees such as palms

and eucalyptus. The Project Site is not located within a Significant Ecological Area.²⁷ Due to the urbanized and previously disturbed nature of the Project Site and the surrounding areas, species likely to occur on the Project Site are limited to small terrestrial and avian species typically found in developed settings. Based on the lack of undisturbed wildlife habitat currently on the Project Site, it is unlikely 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 the Project Site. A California Natural Diversity Database (CNDDDB) search was conducted to determine if sensitive species have been identified within the Project Site. The search determined that the proposed Project is within one mile of the following species identified by the CNDDDB which includes those listed as endangered, threatened, candidate, or special status species: *Anniella stebbinsi* (Southern California legless lizard), *Eumops perotis californicus* (western mastiff bat), *Lasiurus cinereus* (hoary bat), *Symphotrichum defoliatum* (San Bernadino aster), *Dudleya multicaulis* (many-stemmed dudleya), *Horkelia cuneata var. puberula* (mesa horkelia), and *Vireo bellii pusillus* (least Bell's vireo). However, considering the urban location of the Project Site, it is very unlikely that these species would occur within the proposed Project Site.

The existing trees on-site could potentially provide nesting sites for migratory birds and, for this reason, 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 Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which requires the following to ensure that significant impacts to migratory birds would not occur:

- Conduct vegetation removal associated with construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below; or
- Conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct weekly preconstruction bird surveys no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nests shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum

27 Biodiversity Atlas LA. "Significant Ecological Areas." *Esri*. <https://biodiversityla.org/conservation/significant-ecological-areas/>. Accessed September 2022.

buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained during construction depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting birds shall be submitted to the City and County, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

Compliance with these existing regulations would ensure impacts would be less than significant.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. The Project Site is within an urban, developed area. No riparian or other sensitive natural vegetation communities are located on or adjacent to the Project Site. The Project Site is not within or near to any riparian habitat or other identified sensitive natural community.²⁸ Therefore, implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is in an urbanized area, largely developed, and neither the Project Site nor the surrounding areas contains any wetlands or riparian habitat. The National Wetlands Inventory was accessed to determine if the Project Site is within any blue line streams or riverine resources. No waterways were identified near or within the Project Site and implementation of the Project would not impact any riparian or wetland habitats.²⁹ Impacts to riparian or wetland habitat would not occur.

d. 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?

No Impact. The Project Site is located in an urbanized area of Los Angeles. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites on the Project Site or

28 City of Los Angeles. *Conservation Element of the City of Los Angeles General Plan*. https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed September 2022.

29 United States Fish and Wildlife Service (USFWS). "National Wetlands Inventory." <https://www.fws.gov/program/national-wetlands-inventory>. Accessed September 2022.

in the Project Site vicinity.³⁰ Thus, the Project would not interfere with the movement of any residents or migratory fish or wildlife. As such, no impact would occur.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. A project-related, significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.³¹ There are nonnative ornamental trees on or adjacent to the Project site that would be removed during construction. These trees are not protected species under the City of Los Angeles Protected Tree Ordinance. However, they are off-site and within the public right of way and thus subject to the Board of Public Works, Urban Forestry Division.

There are no protected trees on the Project Site, as indicated by the Tree Report (see **Appendix B**). Site 1 contains two non-protected trees which would be removed during Project construction. One non-protected tree on Site 1 would be retained. There are no trees within Site 2. Seven street trees would be retained along Hollywood Boulevard fronting a portion of Site 2. As such, no trees that meet the City of Los Angeles Tree Preservation Ordinance No. 177.404 would be affected by the Project. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and potential impacts would be less than significant.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. A significant impact would occur if the Project were inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.³² No impacts would occur.

Cumulative Impacts

Less Than Significant Impact. The proposed Project would have a less than significant impact upon biological resources with regulatory compliance. Development of the proposed Project in combination with the related projects, would not significantly impact wildlife corridors or habitat

30 County of Los Angeles. "Figure 9.2: Regional Habitat Linkages." *General Plan 2035 Final Environmental Impact Report, Appendix B*. <https://planning.lacounty.gov/long-range-planning/general-plan/programmatic-eir/>. Accessed September 2022.

31 City of Los Angeles. "Los Angeles Tree Ordinance (No. 177404)." *Municipal Code*. Sec. 12.21.

32 California Department of Fish and Wildlife (CDFW). "Biogeographic Information and Observation System (BIOS)." <https://wildlife.ca.gov/Data/BIOS>. Accessed September 2022.

for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS as the proposed Project and all related projects are located in an urbanized area of the City. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. The related projects near the Project Site are on existing developed parcels with no valuable wildlife habitat, native or otherwise. However, development of any of the related projects would be subject to the City of Los Angeles Tree Preservation Ordinance. There are currently no habitat conservation plans or natural community conservation plans within the City. As such, no cumulative impacts regarding adopted habitat conservation plan would occur. Thus, cumulative impacts to biological resources would be less than significant during construction or operation.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No biological resources mitigation measures were identified.

Hollywood Community Plan EIR:

No biological resources mitigation measures were identified.

Hollywood Community Plan Update EIR:

No biological resources mitigation measures were identified.

Project Mitigation

No biological resources mitigation measures were identified.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.5 Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion regarding Cultural Resources is based, in part, on the technical report prepared for the Project, titled *Hollywood Central Historic Resources Technical Report*, prepared by Historic Resources Group, in December 2022 and contained in **Appendix C.1**, and on the memorandum prepared for the Project, titled *Desktop Cultural Resource Inventory in Support of the Hollywood Central Project*, prepared by Chronicle Heritage, in December 2023 and contained in **Appendix C.2**.

Impact Analysis

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less Than Significant with Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Further, CEQA defines historically significant resources as “resources listed or eligible for listing in the California Register of Historical Resources (CRHR)” (PRC Section 5024.1). A cultural

resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (PRC Section 5024.1).

The City of Los Angeles Cultural Heritage Ordinance, enacted in 1962, has made possible the designation of buildings and sites as individual local landmarks, called Historic-Cultural Monuments. Historic-Cultural Monument designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature. The Cultural Heritage Ordinance (Section 22.171.7) establishes criteria for designation. A proposed Monument may be designated by the City Council, upon the recommendation of the Commission, if it meets at least one of these criteria:

1. Is identified with important events in the main currents of national, State or local history, or exemplifies significant contributions to the broad cultural, political, economic or social history of the nation, state, city, or community; or
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose genius influenced his or her age; or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the pre-history or history of the nation, State, city or community.

Records Search

The desktop cultural resource inventory consisted of a records search of the California Historical Resources Information System (CHRIS), as well as a historical map, aerial photograph, Bureau of Land Management (BLM) General Land Office (GLO) record review.

The CHRIS records search identifies 49 previous cultural resource studies that have been conducted within a 0.5 mile buffer of the Project Site since 1983. Of the 49 previous studies, none intersect or include the Project area. Further, the records search identifies 76 cultural resources that have been previously documented within 0.5 miles of the Project Site. Of the 76 previously documented resources, 73 are historic period built-environment resources. Eight of the built-environment resources are historic districts, one of which, the Hollywood Boulevard Commercial and Entertainment District, overlaps a portion of the Project Site.

A review of BLM GLO records identifies one serial patent associated with the parcels that comprise the Project area, and that the Project area falls within the 4,483-acre La Brea Land Grant of 1851. Historical topographic maps and aerial photography indicate Hollywood was an established city by 1894. No specific development is shown in the Project area or immediate surrounds. By 1926, Hollywood Boulevard was highly developed. Buildings are identified along both the north and south sides of the street, however, not within the portion of the Project area that fronts Hollywood Boulevard. Less development is depicted in the southern portions of the Project area. Two buildings are depicted east of Cherokee Avenue and one building is depicted west of Cherokee Avenue. By 1948, topographic maps no longer depict individual buildings in the area, with the exception of the Selma Street School southeast of the Project area. Aerial photography shows the Project area fully developed, with buildings and parking lots already established in approximately the same configuration identified in earlier years.

Site 1 Historic Resources

Site 1 is composed of nine adjoining parcels situated immediately to the south of parcels fronting Hollywood Boulevard to the north, between North Cherokee Avenue to the east and North Las Palmas Avenue to the west. Although these parcels are geographically contiguous, they were developed independently of each other over time.

The Redwine Building at 1618 N. Las Palmas Avenue, Building 5 of the proposed Project, situated along the western boundary of Site 1, is designated as a Historic-Cultural Monument by the City.³³ As such, the building shall be presumed to be historically or culturally significant pursuant to California Code of Regulations Section 15064.5(a)(2). Building 5 will not be demolished and would remain as part of the proposed Project, continuing to operate as a commercial office building. The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of the Redwine Building. The building will remain unchanged and in its original location and will continue

33 City of Los Angeles. Department of City Planning. *Historic Resources Survey, Hollywood Redevelopment Project Area*. https://planning.lacity.org/odocument/bacb5474-bc1c-4c40-a67d-a2a722c37211/Appx_D_Designated_Resources.pdf. Accessed March 2022.

to retain the character-defining features that convey its significance as an Art Deco office building with implementation of the Project. Redevelopment of the area surrounding the Redwine Building has not affected features, qualities, and spatial relationships that define the structure in addition to the configuration of street and sidewalk fronting the building's primary façade along North Las Palmas Avenue.

As proposed, the Project would construct two new buildings and a new subterranean parking garage in the vicinity of the Redwine Building. At fifteen and seven stories in height, respectively, proposed Buildings 2 and 3 would be substantially taller than the Redwine Building. Building 2, the taller of the two proposed buildings, would have a modest setback and stepped-back massing above the ground level to maintain the visual presence of the Redwine Building. While the building's larger setting would be altered, the Redwine Building's most important setting features would be retained and construction of Building 2 and Building 3 would not impair the building such that it can no longer convey its historic significance.

Construction of the Project would include substantial foundation work and the construction of subterranean parking. With respect to the potential for impacts on structures from construction of the Project, as analyzed in *Section 5.13: Noise*, the forecasted vibration levels due to on-site construction activities could have a potentially significant impact and therefore **Mitigation Measure NOI-2** would be incorporated into the Project. Implementation of this mitigation measure would reduce potential vibration impacts to the Redwine Building to less than significant.

Site 2 Historic Resources

Situated to the east of Site 1, across North Cherokee Avenue, Site 2 is composed of three adjoining parcels situated to the southeast of the intersection of Hollywood Boulevard and North Cherokee Avenue. Like Site 1, Site 2 represents a collection of geographically contiguous parcels which were developed independently of each other.

The Cherokee Building Addition at 6630-6636 Hollywood Boulevard, Building 7 of the proposed Project, located at the northern edge of Site 2, immediately to the east of the Cherokee Building at 6638-6648½ Hollywood Boulevard, is a listed by the National Register of Historic Places as Contributor No. 74 to the Hollywood Commercial and Entertainment Historic District. The district was placed in the National Register of Historic Places on April 4, 1985. As such, the building shall be presumed to be historically or culturally significant pursuant to California Code of Regulations Section 15064.5(a)(2). As a contributor to the Hollywood Boulevard Commercial and Entertainment District, the Cherokee Building Addition is not considered individually significant and does not represent an individual historic resource, though its historic qualities contribute to the character and identity of the larger historic district as a whole.

The Project proposes to convert the existing commercial retail building into a restaurant. As part of this effort, the Project would demolish the rear portion (18'10" in depth) of the building to accommodate interior alterations as well as the construction of a new outdoor dining patio. This portion represents 18-feet, or approximately thirteen percent, of the linear depth of the overall building. The rear façade of the Cherokee Building Addition is unadorned and utilitarian in nature. It does not exhibit a particular type of detailing, shape, or form that helps to convey the historic character and identity of the building as a pre-World War II commercial building that contributes to the significance of the Hollywood Boulevard Commercial and Entertainment District. An addition of a new rear (south) façade and associated new secondary building entrance would occur. Interiors will also be remodeled to accommodate new restaurant operations, combining four existing commercial storefronts fronting Hollywood Boulevard. However, a substantial majority of the building envelope will remain, and the building's primary (north) façade fronting Hollywood Boulevard will be retained as-is and will not be subject to alterations as part of the Project. None of the building's primary entrances will be enclosed, reoriented, or relocated. Building 7 would remain as part of the proposed Project.

As part of the Project, one new building (Building 6) and a new subterranean parking garage would be constructed under Building 6 in the vicinity of the Cherokee Building Addition. Building 6 would be situated to the south of the Cherokee Building Addition, separated by an outdoor dining patio. Building 6 will be thirteen stories, or 154 feet, in height. As a contributor to the Hollywood Boulevard Commercial and Entertainment District, the Cherokee Building Addition's architectural and cultural significance makes it essential that important views showcasing its siting on Hollywood Boulevard, form, and design be maintained so that its important relationship to the Hollywood Boulevard commercial corridor continues to be visible and understood. The most important view is the view looking south from Hollywood Boulevard toward the building's primary (north) façade, which fronts Hollywood Boulevard. As Building 6 would be located to the south of the Cherokee Building Addition it would not obscure the view of the building's storefront from Hollywood Boulevard.

Setting features important to the Hollywood Boulevard Commercial and Entertainment District are largely contained within its boundaries and experienced from inside the District. These include the configuration of streets and sidewalks fronting Hollywood Boulevard Commercial and Entertainment District buildings, the pattern of tightly spaced buildings defining a linear commercial corridor, and the public circulation element delineated by a uniform building street wall. As such, while the Project would alter the design and setting of the Cherokee Building Addition, alterations to the rear of the building will not materially impair the building such that it can no longer convey its historic significance as a contributor to the Hollywood Boulevard Commercial and Entertainment District.

Construction of the Project would include substantial foundation work and the construction of subterranean parking. With respect to the potential for impacts on structures from construction of the Project, as analyzed in *Section 5.13: Noise*, the forecasted vibration levels due to on-site construction activities could have a potentially significant impact and therefore **Mitigation Measure NOI-2** would be incorporated into the Project. Implementation of mitigation would reduce potential vibration impacts to the Cherokee Building Addition to less than significant.

Off-Site Historic Resources

The Hollywood Boulevard Commercial and Entertainment District is located just north of Site 1 and encompasses the portion of Site 2 fronting Hollywood Boulevard.

A review of parcels immediately adjacent to the Project Site, as well as those parcels immediately across the street from the Project Site, was conducted. Four buildings in the vicinity of the Project Site and a collection of sidewalk enhancements are listed as historic resources, both individually and as part of the Hollywood Boulevard Commercial and Entertainment District. Historical resources in the vicinity of the Project Site are those historical resources located either immediately adjacent to the Project Site or immediately across the street from the Project Site. This includes:

- The Cherokee Building at 6638-6648½ Hollywood Boulevard, which is designated as Contributor No. 73 to the Hollywood Boulevard Commercial and Entertainment District;
- The Shane Building at 6650-6656 Hollywood Boulevard, which is designated as Contributor No. 72 to the Hollywood Boulevard Commercial and Entertainment District;
- The Hollywood Walk of Fame, which is designated as Los Angeles Historic-Cultural Monument No. 194;
- 1608 North Las Palmas Avenue, which was assigned a status code of QQQ, or “may be eligible; additional research needed,” as part of the CRA/LA survey of the Hollywood RPA in 2020; and
- 1625-1647 North Las Palmas Avenue, which was surveyed as part of SurveyLA in 2020 and assigned status codes of 3CS, or “appears eligible for the California Register as an individual property through survey evaluation,” and 5S3, or “appears to be individually eligible for local listing or designation through SurveyLA or other survey evaluation.”.

While historical resources in the vicinity of the Project Site would remain intact following implementation of the Project, and would therefore continue to convey their historic character and identity, the Project would alter the immediate surroundings of adjacent historical resources through development of the Project footprint.

The Hollywood Boulevard Commercial and Entertainment District is scaled to the pedestrian. Contributing properties to the District are oriented toward the street, with architectural articulation largely confined to street facing façades. The District's historic significance is experienced primarily from the street, either by pedestrians or passing vehicles. The majority of the Project Site is located outside the Hollywood Boulevard Commercial and Entertainment District, with the exception of two buildings at 6626-6628 Hollywood Boulevard and 6630-6636 Hollywood Boulevard, which would be retained with alterations to the rear portion of each building as part of the Project. All new construction associated with the proposed Project will remain outside the Hollywood Boulevard Commercial and Entertainment District boundaries. At the ground level, the Project has been designed to maintain a distinct physical separation between the District boundary and new construction on the Project Site. As such, the distinctive urban form of the District is maintained and the individual contributing buildings that border the new construction continue to be understood as contributors. Construction associated with the Project would not interrupt the configuration of buildings, their spatial relationships to each other, and their relationship to the street that characterize the District as it is experienced. The pattern of tightly spaced buildings scaled to the pedestrian, a critical element of pre-World War II commercial districts, would remain intact and uninterrupted. The Project would not demolish, relocate, convert, or rehabilitate any aspect of the Hollywood Boulevard Commercial and Entertainment District such that the District will no longer be able to convey its historic character and identity. The Project would not destroy any of the historic materials, planning features, or spatial relationships that characterize the District.

Additionally, the Project would not include the demolition, relocation, rehabilitation, alteration, relocation, or conversion of the Hollywood Walk of Fame. The resource will remain unchanged and will remain in its original location after implementation of the Project. Although the Project would alter two existing buildings immediately to the south of the Walk of Fame, at 6626-6628 Hollywood Boulevard and 6630-6636 Hollywood Boulevard, alterations to these buildings are confined to the rear portion of both buildings. Façades fronting Hollywood Boulevard will be retained as-is and will not be altered as part of the Project. As such, the setting associated with the Walk of Fame will not be disrupted. New construction associated with the Project will be located in areas to the south of the buildings fronting Hollywood Boulevard. Views of and access to the Walk of Fame will not be restricted in any way.

Construction of the Project would include substantial foundation work and the construction of subterranean parking. With respect to the potential for impacts on structures from construction of the Project, as analyzed in *Section 5.13: Noise*, the forecasted vibration levels due to on-site construction activities could have a significant impact on off-site historic structures, specifically The Cherokee Building, the Shane Building and 1608 North Las Palmas, in addition to the onsite

historic resources that will remain as identified above. Therefore, **Mitigation Measure NOI-2** would be incorporated into the Project. Implementation of mitigation would reduce potential vibration impacts to less than significant.

Conclusion

The proposed Project would not result in an adverse change to the existing visual character of Hollywood Boulevard and would not adversely alter the design, character or feeling associated with these historic resources. While the addition of the Project would alter the setting of the existing historic buildings, it would be the only aspect of historic integrity that may be affected and all other aspects of integrity currently associated with each historic resource would remain and continue to convey its character and identity as a historic resource. Therefore, the proposed Project would not have adverse effect on the existing setting for these buildings.

Additionally, with respect to the potential for impacts on structures from construction of the Project, as analyzed in *Section 5.13: Noise*, the forecasted vibration levels due to on-site construction activities could exceed the building damage significance threshold. Therefore, **Mitigation Measure NOI-2** would be incorporated into the Project. With implementation of mitigation, impacts would be less than significant with mitigation.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?

Less than Significant Impact. The Project Site is currently developed with small commercial structures and surface parking lots. Construction of the proposed Project would include demolition of several existing buildings and grading on both the Sites for development of the proposed mixed-use buildings. Excavation on Site 1 is proposed to a depth of 41 feet and excavation on Site 2 is proposed to a depth of 24 feet.

As previously discussed, the records search identifies 76 cultural resources that have been previously documented within 0.5 mi of the Project Site. Of the 76 previously documented resources, three are historic period archaeological sites. No prehistoric archaeological resources have been documented within the Project Site. No known archeological resources would be affected by the proposed Project.

The potential exists for the discovery of previously unknown archeological resources during grading activities. Should an archeological resource be discovered during excavation, grading, or construction activities, work will cease in the area of the find until a qualified archeologist has evaluated the find in accordance with federal, State, and local guidelines, including California Public Resources Code Section 21083.2. Personnel of the proposed Project will not collect or move any archeological materials and associated materials. Construction activities may continue

unimpeded in other portions of the Project Site. The found materials would be treated in accordance with federal, State, and local guidelines, including California Public Resources Code Section 21083.2. Through compliance with the regulatory standards described above, potential impacts to archeological resources would be less than significant.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. While the Project Site has been previously disturbed due to grading for previous developments, the grading needed to construct the proposed Project could result in a significant adverse effect due to the potential disturbance of human remains. However, no human remains are known to exist at the Project Site. In the event of the discovery or recognition of any human remains at the Project Site, in accordance with State Health and Safety Code Section 7050.5, no further excavation or disturbance of the Project Site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make a determination within two working days from the time the person responsible for the excavation, or an authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject their authority and if the coroner recognizes that the human remains to be those of a Native American or has reason to believe they are those of a Native American, the coroner shall contact, by telephone within 24 hours, the Native American Heritage Commission. Through compliance with the regulatory standards described above, potential impacts to human remains would be less than significant.

Cumulative Impacts

Less than Significant Impact. The surrounding area includes a number of historic resources including the Hollywood Boulevard Commercial and Entertainment District. As discussed in the *Historic Resources Technical Report* contained in **Appendix C.1**, construction of the Project would alter the setting of the surrounding area but would not threaten the historic integrity of the Hollywood Boulevard Commercial and Entertainment District or any other off site historic resources. Further, as discussed in the *Desktop Cultural Resource Inventory in Support of the Hollywood Central Project* contained in **Appendix C.2**, no significant impacts to the resources

would occur as a result of Project development. As such, the Project would not have a considerable contribution to a significant cumulative impact on cultural resources.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No cultural resources mitigation measures were identified.

Hollywood Community Plan EIR:

No cultural resources mitigation measures were identified.

Hollywood Community Plan Update EIR:³⁴

PMM-CR2: For all discretionary projects or projects in a CPIO District Subarea, the City shall require that all cultural resources identified on a site be assessed and treated in a manner consistent with PRC Section 21083.2, as determined appropriate by a qualified archaeologist in consultation with the City’s Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.

PMM-CR5: For all discretionary projects or projects in a CPIO District Subarea, the City shall require that all paleontological resources identified on a project site be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City’s Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City’s Office of Historic Resources and the Natural History Museum of Los Angeles County.

³⁴ Note that Mitigation Measure CR-4 from the *Hollywood Community Plan Update EIR* references paleontological resources which are now addressed in *Section 5.7: Geology and Soils*.

PMM-CR6: For all projects that are not subject to Mitigation Measure CR4 and CR5 that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”
- Public Resources Code Section 5097.5 (a) states, in part, that: No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, on public lands, except with the express permission of the public agency having jurisdiction over the lands.
- Best management practices to ensure unique geological and paleontological resources are not damaged include but are not limited to the following steps:
 - Prior to excavation and grading activities a qualified paleontologist prepares a resource assessment using records from the Natural History Museum of Los Angeles County.
 - If in the assessment, the soil is identified as potentially containing paleontological resources, a qualified paleontologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any paleontological finds during construction.
 - If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified paleontologist has evaluated the find in accordance with federal, state, and local guidelines.
 - If fossils are discovered, a qualified paleontologist shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist would have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Once salvaged, significant fossils should be identified to the

lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. All other federal, state, and local laws related to such resources would be complied with.

- Personnel of the project would not collect or move any paleontological materials or associated materials
- If cleared by the qualified paleontologist, construction activity would continue unimpeded on other portions of the project site.
- Construction activities in the area where resources were found would commence once the identified resources are properly assessed and processed by a qualified paleontologist and if construction activities were cleared by the qualified paleontologist.

CR7: For all discretionary projects or projects in a CPIO District Subarea where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified Tribal Monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.

Project Mitigation

As discussed in *Section 5.13: Noise*, **Mitigation Measure NOI-2** would be incorporated into the Project due to the potential for vibration impacts on historic structures during construction of the Project. While no significant impacts were identified for subsurface cultural resources, Mitigation Measures CR 2, CR5, CR6 and CR7 from the Hollywood Community Plan Update EIR refer to all

discretionary projects or projects in a CPIO District Subarea and are presumed to apply in this case and to further ensure that impacts would be less than significant.

Impacts After Mitigation

With implementation of mitigation, impacts would be less than significant

5.6 Energy

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following plans and policies address energy efficiency.

Assembly Bill 32

As discussed in *Section 5.8: Greenhouse Gas Emissions*, the State passed the Global Warming Solutions Act of 2006, commonly referred to as Assembly Bill (AB) 32, which set the GHG emissions reduction goal for the State of California into law. As defined under AB 32, GHGs include CO₂, CH₄, nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). AB 32 requires CARB—the State agency charged with regulating Statewide air quality—to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020 by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions.

SB 375, passed in 2008, links transportation and land use planning with global warming. It requires CARB to set regional targets for the purpose of reducing GHG emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing, and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA.

Senate Bill 1368

SB 1368, the California Greenhouse Gas Emissions Performance Standard Act, enacted in 2006, prohibits California utilities from entering into long-term financial commitments for base load generation, unless it complies with the GHG emissions performance standard. As this standard also applies to existing power plants for any long-term investments or contractual extensions, it affects Los Angeles Department of Water and Power (LADWP)'s coal-fired generation resources.

Senate Bill 2 (1X)

SB 2 (1X) was passed in April 2011 and became effective December 10, 2011. SB 2 (1X) requires utilities to procure eligible renewable energy resources of 33 percent by 2020, including the following interim targets:

- Maintain at least an average of 20 percent renewables between 2011 and 2013.
- Achieve 25 percent renewables by 2016.
- Achieve 27 percent renewables by 2017.
- Achieve 29 percent renewables by 2018.
- Achieve 31 percent renewables by 2019.
- Achieve 33 percent renewables by 2020.

Senate Bill 350

SB 350, which was passed in September 2015 and became effective October 7, 2015, requires utilities to procure eligible renewable energy resources of 50 percent by 2030, including the following interim targets:

- Achieve 40 percent renewables by 2024.
- Achieve 45 percent renewables by 2027.
- Achieve 50 percent renewables by 2030 and maintain this level in all subsequent years.

SB 350 also requires the State to double statewide energy efficiency savings in electricity and natural gas uses by 2030. The law requires publicly owned utilities to establish annual targets for energy efficiency savings and demand reductions consistent with the Statewide goal. The Public Utilities Commission also must approve programs and investments by electrical corporations in transportation electrification, including electric vehicle charging infrastructure.

Senate Bill 32

SB 32, signed in 2016, updated AB 32 to include an emissions reduction goal for the year 2030. Specifically, SB 32 requires the State board to ensure that Statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

California's Renewable Portfolio Standard (Senate Bill 100)

SB 100, signed September 10, 2018, is the 100 Percent Clean Energy Act of 2018. SB 100 updates the goals of California's RPS and SB 350, as discussed above, to the following: achieve 50 percent renewable resources target by December 31, 2026, and achieve a 60-percent target by December 31, 2030. SB 100 also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity of California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

CEQA Guidelines Appendix F

In accordance with Appendices F and G of the CEQA Guidelines, and in order to ensure that energy implications are considered in project decisions, projects are required to include a discussion of the potential significant energy impacts, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (PRC Section 21100(b)(3)). The 2020 update to Appendix G of the CEQA Guidelines now provides that if a project would result in potentially significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a State or local plan for renewable energy or energy efficiency, then an EIR shall be prepared for the project that includes mitigation measures for that energy use. The project's analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project as further described below under Appendix F of the CEQA Guidelines.

Appendix F of the CEQA Guidelines provides a list of energy-related topics that may be discussed in an environmental review document, where topics are applicable or relevant to the project, including:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;

5. The effects of the project on energy resources;
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Impact Analysis

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The following analysis includes an estimate of the electricity, natural gas, and transportation fuel usage associated with the Project and evaluates whether the Project would result in wasteful, inefficient, or unnecessary consumption of energy. In accordance with Appendix F of the CEQA Guidelines, the analysis includes relevant information to address the energy implications of the Project. Energy calculations, derived from CalEEMod, are provided in **Appendix D**.

LADWP provides electrical service throughout the City. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. According to LADWP's 2017 Power Strategic Long-Term Resource Plan, LADWP has a net dependable generation capacity greater than 7,531 megawatts (MW).³⁵ In 2017, LADWP's power system experienced an instantaneous peak demand of 6,431 MW. Approximately 29 percent of LADWP's 2016 electricity purchases were from renewable sources, which is similar to the 25 percent Statewide percentage of electricity purchases from renewable resources.

According to the CEC, transportation accounts for nearly 40 percent of California's total energy consumption. In 2019, the most recent year of publicly available data, California consumed approximately 661,893,000 barrels (27,799,506,000 gallons, or 42 gallons per barrel) of petroleum for transportation.³⁶ Incentive programs, such as the CEC's Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), are helping the State to reduce its dependency on gasoline. Several regulations adopted by California to reduce GHG emissions, such as SB 375, have the added benefit of reducing the State's demand on petroleum-based fuels by requiring reductions in vehicle miles traveled (VMT) and by reducing the carbon intensity of

35 Los Angeles Department of Water and Power (LADWP.) *Strategic Long-Term Resource Plan*. https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB794970&RevisionSelectionMethod=LatestReleased. Accessed September 2022.

36 United States Energy Information Administration (USEIA), Independent Statistics & Analysis. "Table F16: Total Petroleum Consumption Estimates." 2019. *State Energy Data System (SEDS)*. https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US. Accessed September 2022.

transportation fuels. The CEC predicts that the demand for gasoline will continue to decline over the upcoming years, and there will be an increase in the use of alternative fuels.³⁷

The Project would comply with Title 24, Part 6 of the California Code of Regulations (CCR), also known as Building Energy Efficiency Standards, which regulates the design of building shells and building components. The Title 24 standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2019 Building Energy Efficiency Standards (2019 Building Standards), effective January 1, 2020. The 2022 Building Standards Code were published July 1, 2022, with an effective date of January 1, 2023.³⁸

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24), commonly referred to as CALGreen, establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. CALGreen is periodically amended; the most recent 2019 standards became effective on January 1, 2020. However, mandates and voluntary provisions in the 2022 CALGreen update will go into effect January 1, 2023. Additionally, the L.A. Green Building Code, effective January 1, 2019, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory voluntary green building measures to conserve energy. Compliance with these State and local codes and measures identified in the approved Water Supply Assessment including the use of high efficiency toilets and showerheads, Energy Star washers, water-saving pool features, and drought tolerant landscaping would ensure the efficient use of energy resources during construction and operation of the Project.

Construction

During construction, energy would be directly consumed on a limited basis to power lights, and electronic equipment, and indirectly for the conveyance of water used for dust control during grading. As discussed below, construction activities, including the construction of new buildings, typically do not involve the consumption of natural gas. Construction would also consume energy

37 California Energy Commission (CEC.) *Final 2019 Integrated Energy Policy Report*. <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report>. Accessed September 2022.

38 State of California, Building Standards Commission. "Codes." <https://www.dgs.ca.gov/BSC/Codes>. Accessed October 2022.

in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment within the Project Site, construction worker travel, haul trips, and delivery trips.

As shown in **Table 5.0-9: Summary of Energy Use During Construction**, development of Site 1 would consume approximately 4,788 kilowatt-hours (kWh) of electricity during construction and the development of Site 2 would consume approximately 3,496 kWh of electricity during construction, for a total of 8,284 kWh of electricity. Moreover, the development of Site 1 would consume approximately 207,820 gallons of diesel fuel, and 75,920 gallons of gasoline during construction, and the development of Site 2 would consume approximately 114,144 gallons of diesel fuel, and 35,866 gallons of gasoline during construction. As such, the Project would result in a total consumption of 321,964 gallons of diesel fuel, and 111,786 gallons of gasoline during construction.

**TABLE 5.0-9
SUMMARY OF ENERGY USE DURING CONSTRUCTION**

Fuel Type	Quantity
<i>Electricity</i>	
Site 1	4,788 kWh
Site 2	3,496 kWh
Total	8,284 kWh
<i>Diesel</i>	
Site 1	207,820 gallons
Site 2	114,144 gallons
Total	321,964 gallons
<i>Gasoline</i>	
Site 1	75,920 gallons
Site 2	35,866 gallons
Total	111,786 gallons

Source: Refer to Appendix D for detailed energy calculations.

Electricity

During construction, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the Project Sites by LADWP distribution infrastructure and would be obtained from existing substations and electrical lines in and around the Project Site.

As shown in **Table 5.0-9** above, a total of approximately 8,284 kWh of electricity is anticipated to be consumed during construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption.

Due to the relatively short duration of the construction process, and the fact that the extent of electricity consumption is inherent to construction projects of this size and nature, electricity consumption impacts would not be considered excessive or substantial with respect to regional supplies. The energy demands during construction would be typical of construction projects of this size and construction of the Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity resources. Accordingly, electricity demand during construction would be less than significant.

Natural Gas

Construction activities do not typically involve the consumption of natural gas as construction equipment and staging rely heavily on electricity and transportation fuels. Accordingly, natural gas would likely not be needed to support construction activities; thus, there would be little to no demand generated by construction. As a result, the Project would not result in inefficient, or unnecessary consumption of natural gas during construction. Accordingly, natural gas demands during construction would be less than significant.

Transportation Energy

Project construction would consume energy in the form of petroleum-based fuels associated with use of off-road construction vehicles and equipment on the Project Sites, construction worker travel to and from the Project Sites, and delivery and haul truck trips (e.g., for deliveries of construction supplies and materials).

The petroleum-based fuel use summary provided in **Table 5.0-9** represents the amount of transportation energy that could potentially be consumed during construction based on a conservative set of assumptions. As shown, the Project would consume approximately 433,750 gallons of petroleum-based fuel (321,964 gallons of diesel and 111,786 gallons of gasoline) throughout the construction period. For purposes of comparison, the Energy Information Administration (EIA) forecasts a national oil supply of 6,512 million barrels (mb) per year in 2025,

which is the first year of construction for the Project.³⁹ This equates to approximately 273,487 million gallons (mg) per year. Construction of the Project would account for less than 0.01 percent of the projected annual oil supply in 2025.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure. The Project will also comply with Sections 2485 in Title 13 of the California Code of Regulations, which requires the idling of all diesel-fueled, commercial vehicles be limited to five minutes at any location. As a result, the Project would not result in inefficient, or unnecessary consumption of transportation resources during construction. Accordingly, transportation resource demands during construction would be less than significant.

Operation

During operation of the Project, energy would be consumed for multiple purposes associated with the proposed uses, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during operation of the Project in the form of water usage, solid waste disposal, and vehicle trips, among others. The Project would be required to comply with the L.A. Green Building Code which requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code, which the Project must also comply. As shown in **Table 5.0-10: Summary of Annual Energy Use During Operation**, the Project's energy demand would be approximately 6,440,371 kWh of electricity per year, 15,779,545 kBtu of natural gas per year, and 761,043 gallons of transportation fuel per year.

39 USEIA. "Table 11. Petroleum and Other Liquids Supply and Disposition." *Annual Energy Outlook 2020*. <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>. Accessed September 2022.

**TABLE 5.0-10
SUMMARY OF ANNUAL ENERGY USE DURING OPERATION**

Source	Units	Quantity
Electricity		
Site 1	kWh/yr.	4,345,658
Site 2	kWh/yr.	2,094,713
Total	kWh/yr.	6,440,371
Natural Gas		
Site 1	kBTU/yr.	11,668,007
Site 2	kBTU/yr.	4,111,538
Total	kBTU/yr.	15,779,545
Transportation Energy		
Site 1	Gallons/yr.	486,007
Site 2	Gallons/yr.	275,035
Total	Gallons/yr.	761,043

Source: Refer to **Appendix D** for detailed calculations.

Notes: kWh/yr. = kilowatt-hours per year; kBTU/yr. = thousand British Thermal Units per year.

Electricity and Natural Gas for the Project is total yearly operational usage. Mobile gasoline and diesel usage were calculated using CalEEMod output data

Electricity

As shown in **Table 5.0-10** above, with compliance of applicable CALGreen and L.A. Green Building Code requirements, buildout of the Project would result in a projected on-site demand for electricity, totaling 6,440,371 kWh per year. LADWP estimates that electricity consumption within its planning area will be approximately 28,500 GWh (28,500,000,000 kwh) annually by 2027, when the Project would be fully built out.⁴⁰ The Project would account for approximately 0.02 percent of the 2027 annual consumption in LADWP's planning area. As such, the Project would account for a negligible portion of the projected annual consumption in LADWP's planning area.

Natural Gas

Natural gas service would be provided to the Project Site by Southern California Gas Company (SoCalGas). As shown in **Table 5.0-10**, the Project would result in a demand for natural gas totaling 15,779,545kBTU per year. Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimates annual natural gas supply within SoCalGas' planning area

40 CEC. Demand Analysis Office. "California Energy Demand 2018-2030 Revised Forecast." <https://efiling.energy.ca.gov/getdocument.aspx?tn=223244>. Accessed September 2022.

will be approximately 1,253,775 million cubic feet (MMcf) in 2027 or 1,253,775,000,000 kBTU.⁴¹ The Project would account for less than 0.01 percent of the 2027 annual forecasted supply in SoCalGas' planning area. As such, the Project would account for a negligible portion of the projected annual consumption in the SoCalGas planning area.

Transportation Energy

As discussed previously, the Project Site is also located approximately 0.23 miles (for Site 1) and 0.26 miles (for Site 2) from the Metro B Line light rail station at Hollywood and Highland. Moreover, the Project is located in both a TPA and HQTAs that is served by multiple bus lines. The Project would include bicycle parking facilities within the subterranean parking structures. The Project would provide Metro mass transit riders and the public at-large access to the Project Site, including the to the below-grade Metro B Line Hollywood/Highland Station, located 0.23 miles west of the Site 1 and 0.26 miles west of Site 2, and within 0.6 miles of the Hollywood/Vine Metro B line station. The closest bus stops to the Project Site are the Hollywood/Las Palmas bus stops, located north and northwest of Site 1, respectively, and the Hollywood/Whitley bus stop, located northeast of Site 2. In addition to these mass transit options, the Project Site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of an infill mixed-use transit-oriented development Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area. These features would serve to reduce transportation fuel consumption.

As shown in **Table 5.0-10**, the Project would result in a demand of 761,043 gallons (0.8 mg) of transportation fuel per year. For purposes of comparison, the U.S. Energy Information Administration (EIA) forecasts a national oil supply of 6,482 mb per year in 2027, which is the opening year for the Project.⁴² This equates to approximately 272,261 mg per year. Operation of the Project would account for less than 0.01 percent of the projected annual oil supply in 2027. The Project would not result in inefficient, or unnecessary consumption of energy resources for transportation during operation and the impact of the Project would be less than significant.

41 California Gas and Electric Utilities. *2020 California Gas Report*. October 2020, https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf. Accessed September 2022.

42 USEIA. "Table 11. Petroleum and Other Liquids Supply and Disposition."

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Electricity

Less than Significant Impact. The 2017 Power Strategic Long-Term Resource Plan (SLTRP)⁴³ document serves as a comprehensive 25-year roadmap that guides the LADWP's Power System in its efforts to supply reliable electricity in an environmentally responsible and cost effective manner. The 2017 SLTRP re-examines and expands its analysis on the 2016 Final Power Integrated Resource Plan (IRP) recommended case with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent renewable portfolio standard by 2050.

The 2017 SLTRP provides detailed analysis and results of several new IRP resource cases which investigated the economic and environmental impact of increased local solar and various levels of transportation electrification. In analyzing the IRP cases and recommending a strategy to best meet the future electric needs of Los Angeles, the SLTRP uses system modeling tools to analyze and determine the long-term economic, environmental, and operational impact of alternative resource portfolios by simulating the integration of new resource alternatives within our existing mix of assets and providing the analytic results to inform the selection of a recommended case.

The SLTRP also includes a general assessment of the revenue requirements and rate impacts that support the recommended resource plan through 2037. As a long-term planning process, the SLTRP examines a 25-year horizon in order to secure adequate supplies of electricity. In that respect, it is LADWP's desire that the SLTRP contribute towards future rate actions by presenting and discussing the programs and projects required to fulfill the Los Angeles City Charter mandate of delivering reliable electric power to the City of Los Angeles.

Regulatory interpretations of primary regulations and State laws affecting the Power System, including AB 32, SB 1368, SB 1, SB 2 (1X), SB 350, SB 100, and SB 32as described above, continue to evolve particularly with certification requirements of existing renewable projects and their applicability towards meeting in-state or out-of-state qualifications.

The Project would be required to comply with energy conservation standards pursuant to CALGreen and the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the

43 LADWP. *Strategic Long-Term Resource Plan*.

California Administrative Code and the L.A. Green Building Code would reduce the Project Sites' energy consumption. Additionally, as discussed above, electric service is available and would be provided to the Project Site. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Project Site are within the planned growth of the City's power system. Moreover, LADWP plans to increase renewable energy sources to meet the City's goals for a clean energy future. Specifically, the goals include supplying 55 percent of power retail sales from renewable energy resources by 2025, 80 percent by 2036, and 100 percent by 2045, as well as achieve a carbon neutral power system by 2050.⁴⁴

The Project would be designed and constructed to incorporate environmentally sustainable design features that would reduce energy and water usage. Specifically, the Project would include energy efficient lighting fixtures, ENERGY Star rated appliances for residential dwelling units, low-flow water features, and energy efficient mechanical heating and ventilation systems. All of these characteristics would serve to reduce the Project's consumption of electricity, consistent with State and local regulations and goals. As such, the Project's electricity usage would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Natural Gas

The *2020 California Gas Report*⁴⁵ presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. This report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with California Public Utilities Commission Decision D.95-01-039. The projections in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities.

California natural gas demand is expected to decrease at a rate of over 1 percent per year through 2035. The forecast decline comes from reduced gas demand in the major market segment areas of residential, electric generation (EG), commercial, and industrial. Statewide residential gas demand is projected to decrease at an average rate of 1.7 percent each year. EG gas demand is projected to decrease at an average annual rate of 1.5 percent each year. The commercial

44 LADWP. "Renewable Energy Program." https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-re-renewableenergypolicy?_adf.ctrl-state=n5qya6spv_4&_afLoop=100538317667626. Accessed September 2022.

45 California Gas and Electric Utilities. *2020 California Gas Report*.

segment gas demand, which includes both core and noncore commercial demand, is projected to decrease at an average annual rate of 1.5 percent each year.⁴⁶

As discussed above, the Project Site would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Project would also be required to comply with the L.A. Green Building Code which requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. Specifically, the addition of more electric based appliances, and implementation of energy efficient insulation features in buildings would reduce natural gas demand for the Project. As discussed above, natural gas service is available and would be provided to Sites 1 and 2. The availability of natural gas is dependent upon adequate supplies. The estimated natural gas demand for the Project is within the total load forecast for SoCal Gas. As such, the Project's natural gas usage would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Transportation Energy

SCAG's 2016–2040 RTP/SCS focuses on creating viable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most crucial to the future of the region. The 2020–2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources.

The Project would include several conservation measures to decrease reliance on fossil fuels. As discussed previously, the Project would be well-served by mass transit, including an a nearby subway line and multiple nearby bus lines provided by Metro and is located in both a TPA and HQT. The Project would include bicycle parking facilities within the subterranean parking structures. The Project would provide Metro mass transit riders and the public at-large access to the Project Site, including the to the below-grade Metro B Line Hollywood/Highland Station, located 0.23 miles west of the Site 1 and 0.26 miles west of Site 2, and within 0.6 miles of the Hollywood/Vine Metro B line station. The closest bus stops to the Project Site are the Hollywood/Las Palmas bus stops, located north and northwest of Site 1, respectively, and the Hollywood/Whitley bus stop, located northeast of Site 2. In addition to these mass transit options, the Project Site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of an infill mixed-use transit-oriented development Project within this established community would promote a variety of travel choices and would

⁴⁶ California Gas and Electric Utilities. 2020 *California Gas Report*.

create new employment and housing opportunities in the area. These features would serve to reduce VMT and associated transportation fuel consumption, consistent with the goals of the *2020–2045 RTP/SCS*.

In addition, vehicles used during construction activities would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations which indirectly reduces the consumption of petroleum based fuels. During the operational lifetime of the Project, newer vehicles sold on the market would be required to comply with Corporate Average Fuel Economy (CAFE) fuel economy standards expected to incrementally take effect, and CARB's Zero-Emission Vehicle program. Accordingly, fuel consumption is anticipated to decrease each year through implementation of regulation that require higher energy efficiencies and higher efficient and alternative fueled vehicles.

Conclusion

The Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the L.A. Green Building Code which requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. Based on the discussion above, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and, therefore, impacts would be less than significant.

Cumulative Impacts

Less than Significant Impact. During Project construction and operation and other future development projects, the Project would incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, the LA Green Building Code, and incorporate mitigation measures, as necessary. Moreover, the Project would be consistent with growth expectations for the region and would be within the service capabilities of energy utility providers. The Project's contribution to cumulative impacts related to energy consumption would not result in a cumulatively considerable effect related to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation. As such, the Project's impacts would not be cumulatively considerable; therefore, cumulative energy impacts would be less than significant.

Mitigation Measures

Incorporation of Prior Mitigation

Public Resources Code (PRC) §21155.2 requires that a TPP evaluated in a SCEA incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The SCAG 2020-2045 RTP/SCS Program EIR contained a mitigation measure applicable if the Lead Agency identified significant effects on renewable energy or energy efficiency. As no significant effects on renewable energy or energy efficiency have been identified, the mitigation measure from the SCAG 2020-2045 RTP/SCS Program EIR is not incorporated into the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No energy mitigation measures were identified.

Hollywood Community Plan EIR:

No energy mitigation measures were identified.

Hollywood Community Plan Update EIR:

No energy mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

5.7 Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following discussion regarding paleontological resources is based, in part, on the memorandum prepared for the Project, titled *Paleontological Resource Technical Memorandum for Hollywood Central Project*, prepared by Chronicle Heritage, in December 2023 and contained in **Appendix E**.

Impact Analysis

- a. **Would the project directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. The Project Site is not within a State-designated Alquist-Priolo Earthquake Fault Zone or a city-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards.^{47,48} No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site during the design life of the proposed development is considered low. However, the Project Site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults.

The nearest active fault to the Project Site is the Hollywood Fault Zone located approximately 0.3 miles to the north.⁴⁹ Other nearby active faults are the Santa Monica Fault, and the Newport-Inglewood Fault located approximately 4.9 miles north-northwest, and 5.4 miles south, respectively.⁵⁰ Additionally, the active San Andreas Fault Zone is located approximately 38 miles northeast of the Project Site.

Although the Project is not in close proximity to an active fault, the Project would be required to implement 2022 California Building Code (CBC) standards (effective January 1, 2023) which include seismic design criteria. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low and potential impacts during construction and operation of the Project would be less than significant.

47 DOC. "California Geological Survey." <https://maps.conservation.ca.gov/cgs/gmc/App/>. Accessed September 2022.

48 City of Los Angeles. "Safety Element, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas." *City of Los Angeles General Plan*. https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf. Accessed September 2022.

49 DOC. "California Geological Survey."

50 DOC. "California Geological Survey."

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project would have a significant impact related to geology and soils if the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking caused in whole or in part by the Project's exacerbation of the existing environmental conditions. The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be lessened if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

The closest active fault to the Project Site is the Hollywood Fault Zone located approximately 0.3 miles to the north. Other nearby active faults are the Santa Monica Fault, and the Newport-Inglewood Fault, located approximately 4.9 miles north-northwest, 5.4 miles south, respectively. However, the Project Site is not located within a seismic hazard zone for land sliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.

The active San Andreas Fault Zone is located approximately 38 miles northeast of the site. Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Coastal Plain at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. These thrust faults and others in the Los Angeles area do not present a potential surface fault rupture hazard at the Project Site. However, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the Project Site.

Given the Project Site's location in a seismically active region, the Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be lessened if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. The Project would be required to comply with current engineering standards including the seismic safety requirements set forth in the Earthquake Regulation of the City of Los Angeles Building Code (LABC), the LAMC, and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Project.

Therefore, with compliance with applicable regulations construction and operation of the Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to strong seismic ground shaking. As such, impacts associated with seismic ground shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density, fine, clean, sandy soils; and strong ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below structural foundations.

The Project Site is not within a liquefaction zone.⁵¹ As a result, the Project would not exacerbate existing environmental conditions related to seismic related ground failure, including liquefaction or associated seismically induced settlement, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Therefore, Project impacts associated with seismic-related ground failure including liquefaction will be less than significant during construction and operation of the Project.

iv. Landslides?

No Impact. Landslide potential is generally the greatest for areas with steep and/or high slopes, low shear strength, and increased water pressure. Topography at the Project Site is relatively level. The Project Site is not located within a City of Los Angeles Hillside Ordinance Area or a Hillside Grading Area.⁵² The Los Angeles Department of City Planning Hillside Area Map indicates the Project Site is not located within an area identified as a “Hillside Area.” There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides.⁵³ As such, the probability of slope stability hazards affecting the Project Site is very low. Therefore, Project construction would not directly or indirectly cause potential substantial impacts related to landslides. No impact would occur. Moreover, Project operation would not involve activities that would exacerbate seismic slope instability. Therefore, Project operation would not directly or indirectly cause potential substantial impacts related to landslides. No impact would occur.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Although development of the Project has the potential to result in the erosion of soils during site preparation and grading/excavation activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City through grading and building permit regulations. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading, excavation, and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses

51 City of Los Angeles. “ZIMAS.” <http://zimas.lacity.org/>. Accessed September 2022.

52 City of Los Angeles. “NavigateLA.” <https://navigatela.lacity.org/navigatela/>, accessed September 2022.

53 City of Los Angeles. “ZIMAS.”

grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety.

Prior to issuance of a grading permit, construction activities would be performed in accordance with the requirements of the 2022 CBC and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. The Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP) pursuant to NPDES permit requirements. The SWPPP will identify specific construction Best Management Practices (BMPs) to be implemented to ensure that soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The Applicant will be required to provide the Waste Discharge Identification Number to the City to demonstrate proof of coverage under the Construction General Permit. Compliance with these regulatory requirements would ensure a less than significant impact would occur with respect to erosion or loss of topsoil during Project construction.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project Site would be covered by the proposed buildings and paving while the remaining portions of the Project Site would be covered with irrigated landscaping. In accordance with Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of BMPs, including, but not limited to, approval of an Erosion and Sediment Control Plan for all construction activities within their jurisdiction.⁵⁴ Therefore, with implementation of the applicable grading and building requirements, impacts associated with soil erosion or loss of topsoil during operation would be less than significant.

c. Would the project 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?

Less than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities associated with the Project must comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. The Project Site is not within a liquefaction, landslide, lateral spreading, subsidence, or collapse zone.⁵⁵ Impacts would be less than significant.

54 California Regional Water Quality Control Board – Los Angeles Region. "MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4." *Order No. R4-2012-0175, as amended by Order WQ 2015- 0075. NPDES No. CAS004001.* page 116 et seq.

55 City of Los Angeles. "ZIMAS."

d. Would the project be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs to support on grade. The Los Angeles Department of Building and Safety (LADBS) maintains design standards derived from the Building Code for building foundations on sites with expansive soils. The Project would be designed and constructed in conformance with current the California Building Code and Los Angeles Building Code requirements. The Project would include foundations appropriate for the type of soil at the Project Sites and would, therefore, not create a substantial risk to individuals or property. As such, the Project would not cause or exacerbate geologic hazards. Therefore, impacts with respect to expansive soils would be less than significant.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located in an urbanized area, where wastewater infrastructure is currently in place. Project construction would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative waste disposal systems. Therefore, the Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater and there would be no impacts.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. A significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Sites. The geology of the area the Project Site is located in is underlain by old alluvial fan deposits (Qof) composed of slightly to moderately consolidated silt, sand and gravel deposited by alluvial fans during the Pleistocene Epoch. Pleistocene deposits in Los Angeles County have produced remains of a diverse terrestrial fauna, including fossil specimens of mammoth, mastodon, horse, bison, camel, tortoise, rodent, and bird. Sites 1 and 2 have been previously disturbed and graded, and are not known to contain any unique paleontological resources or unique geologic features.

A literature review and museum records search included a Natural History Museum of Los Angeles County (NHMLAC) fossil locality records search, as well as record searches of the University of California Museum of Paleontology (UCMP) Collections, Paleobiology Database, FAUNMAP, iDigBio, and other published and unpublished geological and paleontological literature

of the area. The NHMLAC records search did not produce any Pleistocene fossil localities within the Project Site or within a 1 mile radius of the Project Site. The results do include five localities nearby from within the same sedimentary deposits that occur in the Project area. Searches of online databases and other literature produced nine additional fossil localities within 3 miles of the Project area. Based on the literature review and museum records search results, and in accordance with the guidelines set forth by the Society of Vertebrate Paleontology (SVP), the Qof has high paleontological sensitivity because similar deposits have yielded significant fossils in the vicinity of the Project Site.

Excavation on Site 1 is proposed to a depth of 41 feet and excavation on Site 2 is proposed to a depth of 24 feet. Thus, due to the presence of fossil localities in the vicinity of the Project Site, excavation and grading could have a potential significant impact on a unique paleontological resource or unique geologic feature. With implementation of **Mitigation Measure PMM GEO-2** from the SCAG 2020-2045 RTP/SCS, impacts from the potential discovery of unknown paleontological resources during excavation or grading would be reduced to less than significant. The Project would be required to comply with regulations related to the inadvertent discovery of unknown paleontological resources, should they be encountered during ground disturbing activities. The Project would be consistent with Section 5097.5 of the Public Resources Code, which addresses the discovery and handling of paleontological resources. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Impacts

Less than Significant Impact. Geotechnical hazards are site-specific and there is little cumulative geological relationship between the Project Sites and any of the related projects, indicated in **Table 2.0-1** in **Section 2.0: Project Description**. Similar to the Project, potential impacts related to geology, soil, and paleontological resources would be assessed on a case-by-case basis. If necessary, each of the related projects would be required to implement appropriate mitigation measures and comply with the City's Building Code, which incorporates the Uniform Building Code and the California Building Code. Further, the analysis of this Project's geology, soil, and paleontological resources impacts concluded that, through the implementation of regulatory compliance measures and **Mitigation Measure PMM GEO-2** from the SCAG 2020-2045 RTP/SCS, the Project impacts would be reduced to less than significant with mitigation incorporated. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology, soil, and paleontological resources impacts would be less than significant.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.
- b) b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
- c) c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.
- d) d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:

- e) 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
- f) 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
- g) 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
- h) 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.
- i) e) Avoid routes and project designs that would permanently alter unique geological features.
- j) f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
- k) g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.
- l) h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

Hollywood Community Plan EIR:

No geology and soils mitigation measures were identified.

Hollywood Community Plan Update EIR:

No geology and soils mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

Prior mitigation measures were identified to reduce less than significant impacts of the proposed Project. No project specific mitigations are proposed for the proposed Project.

5.8 Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

Introduction

GHG and Global Climate Change Background

Gases that trap heat in the atmosphere are called Greenhouse Gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHGs, and to establish targets and emission reduction strategies for GHG emissions in California.

The principal GHGs are CO₂, CH₄, N₂O, SF₆, PFCs, HFCs, and H₂O. CO₂ is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, many of which set aggressive goals for GHG reductions within the State. Per SB 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Assembly Bill 32 (Statewide GHG Reductions)

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the GHG emissions reduction goal for the State of California into law. As defined

under AB 32, GHGs include CO₂, CH₄, N₂O, SF₆, PFCs, HFCs, and H₂O. CO₂ is the reference gas for climate change because it is the predominant GHG emitted. AB 32 requires the CARB—the State agency charged with regulating Statewide air quality—to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020 by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions.

SB 375, passed in 2008, links transportation and land use planning with global warming. It requires CARB to set regional targets for the purpose of reducing GHG emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing, and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA.

Executive Order S-3-05

Executive Order S-3-05, issued in June 2005, proclaimed that California is vulnerable to the impacts of climate change. It declared that increased temperatures could reduce the Sierra snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established the following total GHG emission targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order B-30-15

In April 2015, Governor Brown signed Executive Order B-30-15, which established a new interim Statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030. This Executive Order also directed all State agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 target, as well as the pre-existing, long-term 2050 target identified in Executive Order S-3-05. Additionally, the Executive Order directed CARB to update its Scoping Plan to address the 2030 target. These reductions are to come from a variety of sectors, including energy, transportation, high-global warming potential sources, waste, and the State's cap-and-trade emissions program. Nearly all reductions are to come from sources that are controlled at the Statewide level by State agencies, including the CARB, Public Utilities Commission, High Speed Rail Authority, and CEC. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target.

Executive Order B-55-18

Executive Order B-55-18, issued by Governor Brown in September 2018, establishes a new Statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Executive Order B-55-18 directs CARB to work with relevant State agencies to develop a framework for implementation and accounting that tracks progress toward this goal as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Climate Change Scoping Plan

CARB approved a Climate Change Scoping Plan (Scoping Plan) on December 11, 2008, as required by AB 32. The Scoping Plan proposed a “comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.”⁵⁶ The Scoping Plan had a range of GHG reduction actions, including direct regulations; alternative compliance mechanisms; monetary and nonmonetary incentives; voluntary actions; market-based mechanisms, such as a cap-and-trade system; and an AB 32 implementation regulation to fund the program.

The Scoping Plan called for a “coordinated set of strategies” to address all major categories of GHG emissions.⁵⁷ Transportation emissions were to be addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard, and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to implement energy efficiency practices.

Subsequent to the adoption of the Scoping Plan, a lawsuit was filed challenging CARB’s approval of the Scoping Plan Functional Equivalent Document (Supplemental FED). On May 20, 2011 (Case No. CPF-09-509562), the court found that the environmental analysis of the alternatives in the Supplemental FED to the Scoping Plan was not sufficient under CEQA. CARB staff prepared a revised and expanded environmental analysis of the alternatives, and the Supplemental FED to the Scoping Plan was approved on August 24, 2011. The Supplemental FED to the Scoping Plan indicated that the potential exists for adverse environmental impacts associated with

56 CARB. *Climate Change Scoping Plan: A Framework for Change*.
https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed May 2022.

57 CARB. *Climate Change Scoping Plan: A Framework for Change*. p. ES-7.

implementation of the various GHG emission reduction measures recommended in the Scoping Plan.

CARB updated the Scoping Plan in May 2014 (2014 Scoping Plan). The 2014 Scoping Plan recommended a 40 percent reduction in GHG emissions from 1990 levels by 2030, and a 60 percent reduction in GHG emissions from 1990 levels by 2040.

The 2017 Scoping Plan,⁵⁸ approved on December 14, 2017, builds on previous programs, and addresses the 2030 target established by the 2016 SB 32 (Pavley), which is further discussed below. The 2017 Scoping Plan outlines options to meet California's aggressive goals to reduce GHGs by 40 percent below 1990 levels by 2030. In addition, the plan incorporates the State's updated RPS requiring utilities to procure 50 percent of their electricity from renewable energy sources by 2030⁵⁹. It also raises the State's Low Carbon Fuel Standard and aims to reduce emissions of CH₄ and hydrofluorocarbons by 40 percent from 2013 levels by 2030 and emissions of black carbon by 50 percent from 2013 levels.

Cap-and-Trade Program

The Cap-and-Trade Regulation establishes a declining limit on major sources of GHG emissions throughout California, and it creates a powerful economic incentive for significant investment in cleaner, more efficient technologies. The Program applies to emissions that cover approximately 80 percent of the State's GHG emissions. CARB creates allowances⁶⁰ equal to the total amount of permissible emissions (i.e., the "cap".) Each year, fewer allowances are created and the annual cap declines. An increasing annual auction reserve (or floor) price for allowances and the reduction in annual allowances creates a steady and sustained carbon price signal to prompt action to reduce GHG emissions. All covered entities in the Cap-and-Trade Program are still subject to existing air quality permit limits for criteria and toxic air pollutants.⁶¹

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB

58 CARB. *California's 2017 Climate Change Scoping Plan*. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed September 2022.

59 See discussion in *Section 5.6: Energy*.

60 One allowance equals one metric ton of carbon dioxide equivalent emissions (using the 100-year global warming potential).

61 CARB. "Cap-And-Trade Regulation." <https://ww2.arb.ca.gov/our-work/programs/cap-and-trade-program/cap-and-trade-regulation>. Accessed September 2022.

identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Senate Bill 375

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations.⁶² The act requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's regional transportation plan (RTP). CARB, in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2035.

Pavley Standards

AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, requires CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In 2004, CARB approved the Pavley regulation to require automakers to control GHG emissions from new passenger vehicles for the 2009 through 2016 model years. Upon adoption of subsequent federal GHG standards by the United States Environmental Protection Agency (USEPA) that preserved the benefits of the Pavley regulations, the Pavley regulations were revised to accept compliance with the federal standards as compliance with California's standards in the 2012 through 2016 model years. This is referred to as the "deemed to comply" option.

In January 2012, CARB approved GHG emission regulations which require further reductions in passenger GHG emissions for 2017 and subsequent vehicle model years. As noted above, in August 2012, the USEPA and USDOT adopted GHG emission standards for model year 2017 through 2025 vehicles. On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017–2025 national standards to meet state law. Automobile manufacturers generally comply with these standards through a combination of improved energy efficiency in vehicle equipment (e.g., air conditioning systems) and engines as well as sleeker aerodynamics, use of strong but lightweight materials, and lower-rolling resistance tires.⁶³

62 California Legislative Information. *Senate Bill No. 375*.
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375. Accessed September 2022.

63 CARB. *California's Advanced Clean Cars Midterm Review*. pp. ES-17, C-9.

Sustainable Communities Strategy

The County is a member agency of SCAG. SCAG is the MPO for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for the discussion of regional issues related to transportation, the economy, community development, and the environment. As the federally designated MPO for the Southern California region, SCAG is mandated by the federal government to research and develop plans for transportation, hazardous waste management, and air quality. Pursuant to California Health and Safety Code Section 40460(b),⁶⁴ SCAG has the responsibility for preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is also responsible under the CAA for determining conformity of transportation projects, plans, and programs with applicable air quality plans.

With regard to GHG emissions, SCAG has prepared and adopted the *2020–2045 RTP/SCS*,⁶⁵ which includes a Sustainable Communities Strategy that addresses regional development and growth forecasts. The SCAG *2020–2045 RTP/SCS* is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 19 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level.

SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO₂e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

64 California Health and Safety Code. Division 26. Air Resources, PART 3. Air Pollution Control Districts, Chapter 5.5. South Coast Air Quality Management District, ARTICLE 5. Plan, Section 40460(b).

65 SCAG. *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*.

City of Los Angeles Sustainable City pLAN/L.A.'s Green New Deal

The City began addressing the issue of global climate change by producing Green L.A., *An Action Plan to Lead the Nation in Fighting Global Warming* (L.A. Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. In 2008, the City released an implementation program for the L.A. Green Plan/ClimateLA, which provides detailed information about each action item discussed in the L.A. Green Plan/ClimateLA framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient model and reducing water consumption.

On April 8, 2015, Mayor Eric Garcetti released the Los Angeles' first ever Sustainable City pLAN (The pLAN). The pLAN sets the course for a cleaner environment and a stronger economy, with commitment to equity as its foundation. The pLAN is made up of short term (by 2017) and long-term (2025 and 2035) targets. The pLAN set out an ambitious vision for cutting GHG emissions, reducing the impact of climate change and building support for national and global initiatives. Los Angeles has moved to the forefront of climate innovation and leadership through bold actions on energy efficiency and electric vehicles as well as renewable energy and GHG accounting. L.A. has already reduced its GHG emissions by 20% below 1990 levels as of 2013, nearly halfway to the goal of 45% below by 2025. The City has been working to increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

Since 2015, Mayor Garcetti has released an expanded vision for the Sustainable City pLAN, called L.A.'s Green New Deal. Released in 2019, the update to the Sustainable City pLAN sets new energy efficiency and sustainability goals that will transition the City of Los Angeles to a more resilient, sustainable, and equitable energy future. Actionable goals include increasing the green building standard for new construction, create benchmarking policies for building energy use, develop "blue, green, and black" waste bin infrastructure, reduce water use by 20 percent, and require LEED Silver or better for new construction. That future will be realized, in part, by the 2050 targets that are spelled out in the plan that include goals for: renewable energy, local water, clean and healthy buildings, housing and development, mobility and mass transit, zero emission vehicles, industrial emissions and air quality monitoring, waste and resource recovery, food systems, urban ecosystems and resilience, environmental justice, prosperity and green jobs, and lead by example.

In 2019, the first four-year update to the 2015 Sustainable City pLAN was released. Although not a formally adopted plan or policy, but rather a mayoral initiative, the updated document, known as L.A.'s Green New Deal, expands upon the City's vision for a sustainable future and provides accelerated targets and new goals.⁶⁶ L.A.'s Green New Deal has established targets such as 100 percent renewable energy by 2045, diversion of 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035.

L.A. Green Building Code

The City of Los Angeles L.A. Green Building Code (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with Statewide goals and policies in place for the reduction of GHG emissions, including SB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures, the L.A. Green Building Code requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20 percent, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. New related projects are required to comply with the L.A. Green Building Code, and therefore are generally considered consistent with Statewide GHG-reduction goals and policies, including SB 32.

GHG Significance Threshold

CEQA Guidelines section 15064.4 states that lead agencies shall have discretion to determine, in the context of a particular project, whether: (1) to use a model or methodology to quantify a project's GHG emissions; and/or (2) to rely on a qualitative analysis or performance-based standards. Section 15064.4 further states that a lead agency should consider specific factors, among others, when assessing the significance of GHG emission on the environment, including: (a) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (b) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (c) the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHGs. CEQA Guidelines section 15064.4 does not

66 City of Los Angeles. *L.A.'s Green New Deal, Sustainable City pLAN*. 2019.

establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project.⁶⁷ To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.⁶⁸ Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."⁶⁹ Therefore, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of a less than significant impact for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

In the absence of any adopted, numeric threshold, the City evaluated the significance of the Project's potential GHG emissions consistent with CEQA Guidelines Section 15064(h)(3). As such, a significant impact would occur if the Project conflicts with the applicable policies and/or regulations outlined in the L.A. Green Building Code, L.A. Green Plan/ClimateLA, Sustainable City pLAN/L.A.'s Green New Deal, and SCAG's 2020–2045 RTP/SCS.

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction

Less than Significant Impact. Construction activity impacts are relatively short in duration, and they contribute a relatively small portion of the total lifetime GHG emissions of a project. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, no basis exists for concluding that the Project's very small and essentially temporary (primarily from construction) increase in emissions could cause a measurable increase in global GHG emissions necessary to force global climate change. In addition, GHG emissions-reduction measures for construction equipment are relatively limited.⁷⁰ Therefore, in its *Draft Guidance*

⁶⁷ CEQA Guidelines Section 15064(h)(3).

⁶⁸ CEQA Guidelines Section 15064(h)(3).

⁶⁹ CEQA Guidelines Section 15064(h)(3).

⁷⁰ SCAQMD. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. October 2008.

Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds,⁷¹ the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. That method is used in this analysis.

GHG emissions were quantified from construction and operation of the Project using SCAQMD's CalEEMod model. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles (refer to **Appendix F** for construction equipment inventory list).

The forecasting of construction-related GHG emissions requires assumptions regarding the timing of construction as the emission factors for some of the Project's construction-related GHG emission sources decline over time. As shown in **Table 5.0-11: Construction GHG Emissions**, total construction emissions for the development of Site 1 would be 1,924 MTCO₂e, and total construction emissions for the development of Site 2 would be 1,177 MTCO₂e. As such, construction of the Project would result in a total of 3,001 MTCO₂e. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation.⁷² As shown in **Table 5.0-11**, when amortized over an average 30-year Project lifetime, average annual construction emissions from the Project would be 100 MTCO₂e per year.

71 SCAQMD. "Greenhouse Gases (GHG)." <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>. Accessed September 2022.

72 USIEA. *Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings*, IEA Information Paper. 2008.

**TABLE 5.0-11
CONSTRUCTION GHG EMISSIONS**

Construction Phase	MTCO₂e/Year
Site 1	
2025	698
2026	841
2027	385
<i>Site 1 Total</i>	<i>1,924</i>
Site 2	
2025	198
2026	661
2027	218
<i>Site 2 Total</i>	<i>1,077</i>
Overall Total	3,001
30-Year Annual Amortized Rate	100

Source: Refer to Appendix F.

Notes: GHG = greenhouse gas; MTCO₂e = metric tons of CO₂

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from Sites 1 and 2. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after full development of the uses allowed by the Project. Operational Project emissions from area sources, energy sources, mobile sources, solid waste, and water and wastewater conveyance are shown in **Table 5.0-12: Operational GHG Emissions** below. As shown in **Table 5.0-12**, average annual operational emissions from Site 1 would be 6,045 MTCO₂e per year, and average annual operational emissions from Site 2 would be 3,101 MTCO₂e per year. Total average annual operational emissions for the Project would be 9,246 MTCO₂e per year, including amortized construction emissions.

**TABLE 5.0-12
OPERATIONAL GHG EMISSIONS**

Source	MTCO₂e/Year
Site 1	
Area	110
Energy	1,814
Mobile	3,596
Waste	303
Water	222
<i>Site 1 Total</i>	<i>6,045</i>
Site 2	
Area	53
Energy	767
Mobile	2,033
Waste	111
Water	137
<i>Site 2 Total</i>	<i>3,101</i>
Amortized Construction Emissions	100
Overall Total	9,246

Source: Refer to **Appendix F**.

Notes: GHG = greenhouse gas; MTCO₂e = metric tons of CO₂

It should be noted that each source category of GHG emissions from the Project would be subject to a number of regulations that directly or indirectly reduce climate change-related emissions:

- **Stationary and Area Sources:** Emissions from small on-site sources are subject to specific emission reduction mandates and/or are included in the State's Cap and Trade program.
- **Energy:** Both construction and operational activities associated with the Project would generate energy-related emissions that are covered by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers from renewable energy sources by December 31, 2030.
- **Transportation:** Both construction and operational activities associated with the Project would generate transportation-related emissions from combustion of fossil fuels that are covered in the State's Cap and Trade program and CARB's Advanced Clean Car program.
- **Building Structures:** Operational efficiencies would be incorporated into the Project that reduce energy use and waste, as mandated by the L.A. Green Building Code, such as use of energy efficient windows and construction materials.

- **Water and Wastewater use:** The Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions.
- **Major appliances:** The Project would include major appliances that are regulated by CEC requirements for energy efficiency.
- **Solid Waste Management:** The Project would be subject to solid waste diversion policies that reduce GHG emissions, such as the City's recycling program.

As discussed under Threshold b below, the Project adheres to regulatory compliance measures that would reduce the Project's GHG emissions profile. The analysis in *Section 5.8.b* below shows that the Project would not conflict with applicable plans including the L.A. Green Building Code, L.A. Green Plan/ClimateLA, and the SCAG 2020–2045 RTP/SCS. In addition, the mixed-use nature of the Project and its proximity to mass transit would further reduce what emissions are produced through the above regulations and applicable air quality plans. As such, the Project would have a less than significant direct or indirect GHG impact on the environment.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. Below is a discussion of the Project's consistency with relevant plans and policies that govern climate change that demonstrates how the Project would not conflict with any applicable plans, policies, or regulations to further reduce GHG.

Consistency with L.A. Green Building Code

The Project would comply with the L.A. Green Building Code. Through this compliance the Project's GHG emissions would be reduced by increasing energy efficiency, reducing indoor and outdoor water demand, installing energy-efficient equipment, and complying with 2022 California Title 24 Building Energy Efficiency Standards. The HVAC systems would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. CalGreen incorporates and overlaps with many LEED strategies, with several applicable LEED v4 credits satisfying the requirements for CALGreen mandatory requirements. Therefore, the Project would not conflict with the L.A. Green Building Code.

Consistency with Los Angeles L.A. Green Plan/ClimateLA Plan

The Project would not conflict with the intent of the L.A. Green Plan/ClimateLA to reduce and recycle trash (including construction waste). The Project would promote this goal by complying with waste reduction measures mandated by CALGreen and the L.A. Green Building Code, as well as solid waste diversion policies administered by CalRecycle that in turn reduce GHG emissions. A waste management plan for the construction and demolition waste would be

prepared to comply with both LEED and CalGreen requirements to achieve a 75 percent diversion rate. The Project would accommodate adequate infrastructure for waste management which include recycling infrastructure, electrical waste, and composting. Moreover, as discussed above the Project would be required to comply with 2022 California Title 24 Building Energy Efficiency Standards which increase energy efficiency, reduce indoor and outdoor water demand, and require energy-efficient equipment.

Sustainable City pLAn/L.A.'s Green New Deal

The L.A. Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The Project would comply with the L.A. Green Building Code which requires new development projects to incorporate infrastructure to support future EVSE, exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20 percent, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. The Project would also meet the 2022 mandatory measures of the CALGreen Code and the 2020 L.A. Green Building Code. The HVAC systems would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. CalGreen incorporates and overlaps with many LEED strategies, with several applicable LEED v4 credits satisfying the requirements for CALGreen mandatory requirements. Therefore, the Project would not conflict with the Sustainable City pLAn/L.A.'s Green New Deal.

Consistency with SCAG's RTP/SCS

SCAG's *2020–2045 RTP/SCS* is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 19 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level. In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Project, strategies and policies set forth in

the 2020-2045 RTP/SCS can be grouped into the following two categories: (1) integrated growth forecast; and (2) reduction of vehicle trips and VMT.

Integrated Growth Forecast

The *2020–2045 RTP/SCS* provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. As discussed in *Section 5.14: Population and Housing*, the Project would be within SCAG's growth forecasts.

Consistency with VMT Reduction Strategies and Policies

The SCS's goals and policies to reduce VMT focus on transportation and land use planning that include building mixed-use projects, locating residents closer to where they work and play, and designing communities so there is access to high quality mass transit service. The SCS identifies transportation network actions and strategies that are outside the City's jurisdiction and control, such as expanding the use of transit modes in sub-regions (e.g., bus rapid transit (BRT), rail, limited-stop service, and point-to-point express service utilizing the high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lane networks). In areas without quality mass transit, the SCS identifies land use strategies to promote development patterns that result in fewer vehicles miles traveled and thus lower GHG emissions. Such land use strategies including local government adoption of updated zoning codes, General Plans, and other regulatory policies that promote neighborhood-oriented development, suburban villages, and revitalized main streets consistent with the *2020–2045 RTP/SCS*.

OPR issued proposed changes to the CEQA Guidelines.⁷³ These changes state that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor (HQTC) generally may be considered to have a less than significant transportation impact. As discussed previously, the Project would be well-served by mass transit, including a nearby subway line and multiple nearby bus lines provided by Metro. The Project site is also located in both a TPA and HQTA. The Project would include bicycle parking facilities within the subterranean parking structures. The Project would provide Metro mass transit riders and the public at-large access to the Project Site, including the to the below-grade Metro B Line Hollywood/Highland Station, located 0.23 miles west of the Site 1 and 0.26 miles west of Site 2,

73 California Office of Planning and Research (OPR). *Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA*. January 20, 2016. http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf. Accessed September 2022.

and within 0.6 miles of the Hollywood/Vine Metro B line station. The closest bus stops to the Project Site are the Hollywood/Las Palmas bus stops, located north and northwest of Site 1, respectively, and the Hollywood/Whitley bus stop, located northeast of Site 2. In addition to these mass transit options, the Project Site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of an infill mixed-use transit-oriented development Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area. As such, the Project would not conflict with the *2020–2045 RTP/SCS*.

As shown above, the Project would not conflict with applicable plans including the L.A. Green Building Code, L.A. Green Plan/ClimateLA, and the SCAG *2020–2045 RTP/SCS*. Impacts, therefore, would be less than significant.

Cumulative Impacts

Less Than Significant Impact. To achieve Statewide goals, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. Currently, there is no generally accepted methodology that exists to determine whether GHG emissions associated with a specific project represent new emissions or existing and/or displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h (3), the City as a lead agency, has determined that the Project's contribution to cumulative GHG emission and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions. Accordingly, the analysis above considered the potential for the Project to contribute to the cumulative impact of global climate change. As stated above, the Project would not conflict with applicable plans including the Los Angeles Green Building Code, L.A. Green Plan/ClimateLA, and the SCAG *2020–2045 RTP/SCS*. As such, cumulative impacts would be less than significant during construction and operation.

Mitigation Measures

Incorporation of Prior Mitigation

Public Resources Code (PRC) §21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The SCAG 2020-2045 RTP/SCS Program EIR contained mitigation measures that would apply if a Lead Agency identified that a project has the potential for significant environmental effects. Those measures are not applicable to the proposed Project as no significant effects have been identified.

SCAG 2020–2045 RTP/SCS Program EIR:

No greenhouse gas emissions mitigation measures were identified.

Hollywood Community Plan EIR:

No greenhouse gas emissions mitigation measures were identified.

Hollywood Community Plan Update EIR:

No greenhouse gas emissions mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

5.9 Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. 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 create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

Construction

The Project involves the demolition of three buildings (one on Site 1 and two on Site 2, both fronting Cherokee Avenue), retention and reuse of four buildings (two on Site 1 fronting Las Palmas Avenue and two on Site 2 fronting Hollywood Boulevard), and construction of four new mixed-use buildings consisting of residential, commercial, and office uses. Construction of the Project would involve the routine handling of small quantities of hazardous or potentially hazardous materials, such as gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles on the Project Site. This handling of hazardous materials would be a temporary activity and coincide with the short-term construction phase of the Project. The transport, use, and storage of hazardous materials during the construction and operation of the Project would be conducted in accordance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Through compliance with these regulatory requirements, no significant hazards to the public or environment would result in connection with the construction of the Project.

Operation

The types and amounts of hazardous materials that would be used during operation of the Project would be typical of those in a mixed-use project (e.g., cleaning solvents, pesticides for landscaping, painting supplies). Likewise, the proposed commercial uses could involve the use of commercial cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products that are typically associated with commercial land uses. In other words, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. All potentially hazardous materials would be used and stored in accordance with the manufacturer's instructions and handled in accordance with all applicable federal, State, and local regulations, including but not limited to those set forth by the Federal and State Occupational Safety and Health Acts. This includes City review of plans to ensure proper storage of hazardous substances, accident response plans, inspections, and monitoring by the Los Angeles City Fire Department (LAFD) to minimize hazards to an acceptable level. Such requirements include obtaining material safety data sheets from chemical manufacturers; making these data sheets available to employees; labeling chemical containers in the workplace; developing and maintaining a written hazard communication program; and developing and implementing programs to train employees about hazardous materials. As such, the Project would not create a significant hazard to the public or

the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

b. 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?

Less Than Significant Impact. A project would normally have a significant impact from hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or (b) the project is involved in the creation of any health hazard or potential health hazard. Criteria for determining significance can include: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to the frequency or severity of a project design which will reduce potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

Construction

As discussed above, compliance with federal, State, and local laws and regulations relating to transport, storage, disposal, and sale of hazardous materials would minimize any potential for accidental release or upset of hazardous materials. The proposed Project would include the demolition of one existing building on Site 1 and two existing buildings on Site 2 (both fronting Cherokee Avenue), the large surface parking lot on Site 1 and ancillary small surface parking lot on Site 2. Grading on-sites would consist of two to three subterranean levels for various buildings with maximum depth of up to 41 feet below ground on Site 1 and up to 24 feet below ground for Site 2 and the export of approximately 102,000 cubic yards of soil. The soil on-site is not known to be contaminated and therefore would not pose a risk of releasing hazardous materials into the environment.⁷⁴ Additionally, there are no identified underground storage tanks (UST) listed at the Project site.⁷⁵

Construction of the Project would include the demolition of three structures on both Sites 1 and 2, which due to their ages, may contain asbestos and lead-based paints (LBP) and materials. Given the date of construction of these buildings, it is possible that Asbestos Containing Materials

⁷⁴ California Department of Toxic Substance Control (DTSC). "EnviroStor." <https://www.envirostor.dtsc.ca.gov/public/>. Accessed September 2022.

⁷⁵ United States Environmental Protection Agency (USEPA). "Underground Storage Tank (UST) Finder." <https://www.epa.gov/ust/ust-finder>. Accessed September 2022.

(ACMs) are present in building materials. Four existing structures to remain may undergo interior renovation in connection with a change of use. These four structures also could contain ACM. The removal of any asbestos-containing materials would comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) and removal of lead would be conducted in accordance with Cal/OSHA regulations regarding lead-based paint. Compliance with these regulations and requirements would ensure that the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of ACMs and lead-based paints into the environment. Therefore, impacts related to the removal of ACMs and lead-based paints during construction would be less than significant.

Operation

As discussed above, operation of the Project would use limited quantities of potentially hazardous materials typical of those used in commercial, office, and residential uses, including cleaning agents, paints, pesticides, and other materials used for landscaping. Since the Project does not propose any industrial uses, these materials present a low risk for hazards exposure. Additionally, as with Project construction, all hazardous materials on the Project Site would be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, State, and local requirements. As with any business in California, tenants and vendors are subject to all applicable OSHA training and informational requirements regarding hazardous materials. Therefore, with implementation of appropriate hazardous materials management protocols during Project operation and compliance with all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials, as well as adherence to manufacturer's instructions for the safe handling and disposal of hazardous materials, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operation of the Project. As such, impacts would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The nearest school to the Project site is Selma Avenue Elementary School, located across Cherokee Avenue from Site 1 and adjacent to Site 2's southern boundary.

As discussed previously, three existing structures on the Project Site which would be demolished could contain ACMs. Four existing structures that could also contain ACM are to remain and may undergo interior renovation in connection with a change of use. Prior to the issuance of any

demolition and/or alteration permits, the Project Applicant shall provide a letter to the City of Los Angeles Department of Building and Safety from a qualified asbestos abatement consultant indicating that no ACMs are present on the Project Site. If ACMs are discovered on site during demolition or construction, proper abatement regulations shall be followed. Because the Project would be required to comply with SCAQMD Rule 1403, which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and/or renovation activities, as well as other applicable State and federal regulations, impacts from ACMs would be less than significant. Further, demolition and removal of the existing buildings would be required to comply with CCR, Title 8, Section 1532 et seq., which requires that all LBP be abated and removed by a licensed lead contractor. In addition, standard handling and disposal practice shall be implemented pursuant to CALOSHA regulations.

With regard to emitting hazardous emissions, the Project Site was not found within or near a superfund site and as such, does not contain hazardous soils which might be disrupted during construction.⁷⁶ During operation, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for residential housekeeping, maintenance and other janitorial purposes would be present at the Project site and use of these substances would comply with Health and Safety Code Section 25501(o).

Therefore, given that construction and operational activities would be required to comply with local, State, and federal policies for handling any minor hazardous materials and criteria pollutant emissions would be below SCAQMD threshold levels, impacts associated with potential hazardous emissions during construction and operation would be less than significant.

d. Would the project 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 exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment?

No Impact. California Government Code Section 65962.5 requires various State agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Project

⁷⁶ DTSC. "EnviroStor."

Site is not included on any list compiled pursuant to Government Code Section 65962.5.^{77,78} Therefore, no impact would occur.

e. For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. A significant project-related impact may occur if the Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The Project site is not located within an airport land use plan. The closest public airport to the Project site is the Hollywood Burbank Airport located approximately 6.4 miles north of the Project site. As such, the Project Site is not located within an airport hazard area. In addition, given that the Project Site is not within 2 miles of a public airport or public use airport, construction of the Project would not have the potential to result in a safety hazard or excessive noise. Therefore, no impact would occur.

f. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City's General Plan Safety Element (Safety Element) addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element, the Project Site is not located along a Selected Disaster Route.⁷⁹ The closest disaster routes include Santa Monica Boulevard, which runs in an east-west direction, located to the south of the Project site and North Highland Avenue, which runs north-south direction, located to the west of the Project site.

Construction

Development of the Project Site may require temporary and/or partial street closures due to construction activities. In accordance with Los Angeles Department of Transportation (LADOT) requirements, a Temporary Traffic Control Plan (TTCP) would be prepared if the public ROW will

⁷⁷ DTSC. "EnviroStor."

⁷⁸ State Water Resources Control Board (SWRCB). "GeoTracker." <https://geotracker.waterboards.ca.gov/>. Accessed September 2022.

⁷⁹ City of Los Angeles. "Safety Element." *City of Los Angeles General Plan*. https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf. Accessed September 2022.

be affected by project construction. If temporary street, lane, and sidewalk closures are needed for the duration of 72 hours or longer a B-Permit is required from the Bureau of Street Services (BSS). Through this review and permit process LADOT ensures compliance with Federal and State principles and standards and the safe and efficient movement through and around construction zones. As such, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans during construction and impacts would be less than significant.

Operation

Operation of the Project would not impede access or travel on public rights-of-way such as Hollywood Boulevard and would not interfere with any adopted emergency response plan or emergency evacuation plan. Project operation would generate traffic in the project site vicinity. However, emergency vehicles normally have a variety of options for navigating traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, adequate emergency access to the project site and the surrounding area would not be substantially affected. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and potential residents. Project site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD). As such, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans during the operation period. Impacts would be less than significant.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is located in an urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).⁸⁰ Therefore, Project construction would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Thus, no impacts related to wildland fire issues would occur.

Cumulative Impacts

Development of the Project in combination with the related projects could increase, to some degree, the risks associated with the use and potential accidental release of hazardous materials in the City. With respect to the related projects, the potential presence of hazardous substances

80 California Department of Forestry and Fire Protection (CalFire). "Fire Hazard Severity Zone (FHSZ) Viewer." *Fire and Resource Assessment Program (FRAP)*. <https://egis.fire.ca.gov/FHSZ/>. Accessed September 2022.

would require evaluation on a case-by-case basis, in combination with the development proposals for each of those properties. However, the Project's impact would be less than significant, and for this reason, the Project would not contribute to a cumulative impact. As mentioned previously, the types and amounts of hazardous materials used during construction and operation of the mixed-use building containing residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and batteries. All potentially hazardous materials used during construction and operation of the Project would be contained, stored, and used in accordance with manufacturers' instructions, and handled in compliance with incorporated applicable federal, State, and local regulations. Related projects would also be required to comply with applicable federal, State, and local regulations including the preparation and implementation of a LADOT approved TTCP to avoid any cumulative impact on emergency access and evacuation. Therefore, development of the Project in combination with the related projects would not result in any significant hazards or hazardous materials impacts.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No hazards and hazardous materials mitigation measures were identified.

Hollywood Community Plan EIR:

No hazards and hazardous materials mitigation measures were identified.

Hollywood Community Plan Update EIR:

No hazards and hazardous materials mitigation measures were identified.

Project Mitigation

No hazards and hazardous materials mitigation measures were identified.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.10 Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. A project would have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (LARWQCB). Applicable regulations include compliance with NPDES permitting system, LAMC Article 4.4, and the low impact

development requirements, which reduces potential water quality impacts during the construction and operation of a project.

Construction

The three general sources of potential short-term, construction-related stormwater pollution associated with the Project are (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities, which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Project Site would continue to be collected on site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased imperviousness of the site, as the site is located in an urbanized portion of the City and is developed with commercial buildings and surface parking to the lot lines).⁸¹ Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. The purpose of the LID standards is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. As a result of compliance with the LID ordinance, the Project would not create or contribute runoff water that would exceed the capacity of existing/planned stormwater drainage systems. Finally, the existing use of the Project Sites are two surface parking lots, which are entirely impervious. The Project will therefore not add further impervious surfaces. Potential water quality impacts from the Project during construction would be less than significant.

Operation

During the building permit plan check process, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of

81 City of Los Angeles. *Planning and Land Development Handbook for Low Impact Development (LID)*. https://lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

rainfall in a 24-hour period, pursuant to LAMC Section 64.72. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control, which require the compliance and application of BMPs. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less the Significant Impact. A project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project is located in an urbanized area of the City. The Project Site is developed with various structures built to their respective lot lines, and the balance of the Project Site (without structures) is improved as surface parking lots. Some ornamental landscaping exists, but the Project Site is otherwise impervious. During a storm event, stormwater runoff flows to the adjacent roadways where it is directed into the City's storm drain system. The Project Site is approximately 129,733 square feet, Site 1 contains 78,675 square feet of lot area and Site 2 contains 51,058 square feet of lot area, both sites are developed and are mostly impervious aside from ornamental landscaping. The Project is not adjacent to a well field nor part of a substantial groundwater recharge area. Surface water runoff is directed to southern, central, and eastern storm drains adjacent to N. Las Palmas Avenue and N. Cherokee Avenue.

Construction

Construction activities for the Project would include excavating down approximately 41 feet for 3 levels of subterranean parking on Site 1 and approximately 24 feet for 2 levels of subterranean parking on Site 2 as well as building up the structures, and hardscape and landscape around the structures. However, the amount of groundwater infiltration likely to occur would be minimal given

the small area and depth of the proposed excavation. As the Project's proposed excavation would not reach this depth, temporary dewatering is not expected during construction. However, if groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable regulations and requirements, including with all relevant NPDES requirements related to construction and discharges from dewatering operations.

Operation

Operation of the Project would use a municipal water supply and does not propose the use of any wells or other means of extracting groundwater. The City imports the majority of its potable water supply from sources outside the Los Angeles Basin. The Project would not extract groundwater or directly use wells. The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. Additionally, operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is currently entirely paved with a mostly impermeable surface. Thus, the degree to which surface water infiltration and groundwater recharge currently occurs on-site is negligible. Therefore, operation of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and the Project would not impede sustainable groundwater management of the West Coast groundwater basin. Impacts would be less than significant and no mitigation measures are required.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on or off site;

Less than Significant Impact. A significant impact could occur if the Project substantially altered the drainage pattern of the Project Site or an existing stream or river, so that substantial erosion or siltation would result on-or off-site.

The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project Site's vicinity. The Project Site is fully developed with mostly impervious surfaces; after construction, the Project would continue to be developed with mostly impervious surfaces. Current stormwater runoff flows to the local storm drain system. Under the post-Project condition, the Project Site would include stormwater retention features in accordance with the City's Low Impact Development (LID) ordinance.

The Project Applicant would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. As discussed previously, the Project would include excavation to a maximum depth of up to 41 feet below ground on Site 1

and up to 24 feet below ground for Site 2. The Project would also result in a net export of approximately 102,000 cubic yards of existing soil. These activities will temporarily expose the underlying soils and may make the Project Site temporarily more permeable. Also, exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. While grading and construction activities may temporarily alter the existing drainage patterns of the Project Site, BMPs would be implemented to minimize soil erosion impacts such as sand bag barriers, dust control, and stockpile management. In addition, the Project Applicant would be required to implement a LID Plan (during operation), which would reduce the amount of surface water runoff leaving the Project Site after a storm event. Specifically, the LID Plan would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inch of rainfall in a 24-hour period. Therefore, impacts to soil erosion or siltation would be less than significant.

- ii. **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

Less than Significant Impact. No stream or river traverses the Project Site. The Project Site is relatively flat and grading on the Project Site would not alter existing landforms or drainage patterns. The Project Site is currently almost entirely paved with impervious surfaces, except for a few landscaped areas. The Project Site is not located adjacent to a stream or river. The majority of the area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. The Project Site and the vicinity are served by existing storm drains along the surrounding streets.

The Project would be required to comply with the City's LID Ordinance and the Project SUSMP. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. During operation, the Project would be required to control stormwater runoff using best management practices, including site specific measures incorporated into the final Project plans, which would be reviewed by the Bureau of Engineering (BOE) prior to issuance of grading and building permits.

Project operation will manage stormwater flow locally into drains, which will discharge through the curb face at concentrated points. By concentrating flows across the Project Site, the peak intensity of stormwater runoff is smoothed, resulting in a reduced rate of runoff despite the overall volume remaining unchanged. The LID requirements for the Project would outline the stormwater treatment postconstruction BMPs required to control pollutants associated with storm events up to the 85th percentile storm event, per the City's Stormwater Program. The Project BMPs implemented will control runoff without an increase relative to the existing condition. Therefore, it

is highly unlikely the project would cause flooding during a 50-year storm event or result in a permanent adverse change to the movement of surface water on the Project Site.

The City's LID Manual directs projects towards the most feasible BMPs. Specifically, LID guidelines require that infiltration systems maintain at least 10 feet of clearance to the groundwater, property line, and any building structure. Thus, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Therefore, impacts would be less than significant.

- iii. **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;**

Less than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

Construction

Construction activities such as earth moving, maintenance of construction equipment, handling of construction materials, and dewatering can contribute to pollutant loading in stormwater runoff. However, as previously discussed, as required by applicable regulations the Project Applicant would prepare and implement the required SWPPP including BMPs that would include but not be limited to erosion control, sediment control, non-stormwater management, and materials management BMPs. The Project would implement an Erosion Control Plan that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. BMPs would be designed to reduce runoff and pollutant levels in runoff during construction. The Erosion Control Plan measures are designed to contain and treat, as necessary, stormwater or construction watering on the Project Site so runoff does not impact off-site drainage facilities or receiving waters. Construction activities are temporary and flow directions and runoff volumes during construction would be controlled. Thus, through compliance with all NPDES General Construction Permit requirements, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter Project Site drainage patterns in a manner that would result in exceedance of the existing drainage system.

Operation

As the proposed structures are anticipated to encompass nearly the entire Project Site, it is anticipated that the entirety of buildings and site drainage may collect to multiple points (typically

a BMP system) and excess water will be routed to a nearest discharge point for each Site. In the event that influent water exceeds the discharge capacity of the catch basins located on-site, additional water would be able to drain, by curb and gutter, to the storm drain system in N. Las Palmas Avenue and N. Cherokee Avenue. Additionally, should the Project pursue connection to this City drain, it would be required to comply with permitting conditions established by the Bureau of Engineering, which would ensure that the system is appropriately sized to accommodate such discharge. Therefore, impacts related to stormwater infrastructure improvements would be less than significant.

As discussed above, a SUSMP would be required to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. In addition to the SUSMP, LID techniques would be required for the Project. Implementation of the required SUSMP and LID techniques would ensure these impacts would be less than significant. Therefore, impacts would be less than significant.

iv. impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X – Area of Minimal Flood Hazard, which is a designation for areas determined to be outside the 100-year flood hazard area.⁸² Thus, the Project Site is not located within a designated 100-year flood plain area, and the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. Therefore, no impacts related to flooding would occur, and no mitigation measures are required.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less than Significant Impact. The Project Site is not located in a coastal area; therefore, tsunamis are not considered a hazard at the Site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the Project Site. Therefore, flooding from a seismically induced seiche is considered unlikely. Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. The City of Los Angeles Safety Element indicates that the Project Site is located within an inundation area.⁸³ However, the Hollywood reservoir, located approximately 1.17 miles to the north of the Project Site, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard

⁸² Federal Emergency Management Agency (FEMA). "Flood Insurance Rate Map, Los Angeles County, California, FEMA Map Number 06037C1617G." <http://msc.fema.gov/portal>. Accessed September 2022.

⁸³ City of Los Angeles. "Safety Element. Exhibit G, Inundation & Tsunami Hazard Areas." *City of Los Angeles General Plan*. March 1994.

against the threat of dam failure. Current design, construction practices, and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the Maximum Considered Earthquake (MCE) for the Project Site. The potential for inundation at the Project Site as a result of an earthquake-induced dam failure is low. The Project Site is not located in an area designated by FEMA as a flood hazard zone.⁸⁴ As such, flooding is not a significant hazard to the Project Site. Therefore, the risk of flooding from construction and operation of the Project is low and the impacts would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. Under the California Water Code, the State of California is divided into nine regional water quality control boards (RWQCBs), which govern the implementation and enforcement of the California Water Code and the Clean Water Act. As previously stated, the Project Site is located within LARWQCB's region. The LARWQCB Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, September 11, 2014, (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Under the NPDES permit enforced by the LARWQCB, all existing and future municipal and industrial discharges to surface waters within the City are subject to applicable local, State and/or federal regulations. The Project would comply with all provisions of the NPDES program and other applicable waste discharge requirements (WDRs), as enforced by the LARWQCB.

The Project would comply with and not obstruct implementation of the LARWQCB's Basin Plan. As described earlier, the Project would comply with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. This permit specifies groundwater discharge prohibitions, receiving water limitations, monitoring, and reporting program requirements, and general compliance determination criteria for groundwater discharges. The Project would comply with applicable NPDES and City requirements, which

⁸⁴ FEMA. "National Flood Hazard Layer (NFHL)." <https://msc.fema.gov/>. Accessed September 2022.

would include the use of BMPs during construction of the Project as detailed in a SWPPP and in the City's LID ordinance. Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Project would require approval of an erosion control plan and would be required to prepare a SWPP in accordance with the NPDES permit. The SWPPP incorporates best-management practices (BMPs) in accordance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities to control erosion including grading and dust control measures. Therefore, Project construction would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts from construction would be less than significant.

After construction, the operation of the Project would also be required to comply with applicable NPDES and City requirements, which would include BMPs as detailed in the SWPP and in the City's LID ordinance. With the incorporation of this BMP into the Project, the Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts from operation of the Project would be less than significant.

Cumulative Impacts

Site 1 and Site 2 as well as the related projects listed in **Table 2.0-1** in **Section 2.0: Project Description**, are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized.

Therefore, cumulative impacts related to hydrology and water quality would be less than significant.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable

EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No hydrology and water quality mitigation measures were identified.

Hollywood Community Plan EIR:

No hydrology and water quality mitigation measures were identified.

Hollywood Community Plan Update EIR:

No hydrology and water quality mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.11 Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Physically divide an established community?

No Impact. The Project Site is currently developed with small commercial structures and surface parking lots. Site 1 and Site 2 are bifurcated by a Cherokee Avenue, which runs north to south between the Project Site. Site 1 is contiguous and part of large City block. Site 2 is also contiguous and albeit smaller also part of a large City block. The Project Site vicinity is highly urbanized and generally built out and is surrounded by various land uses, including retail uses, restaurants, entertainment, multi-family residential uses and an elementary school. The proposed Project would (i) retain four existing buildings, two fronting Las Palmas Avenue on Site 1 and two fronting Hollywood Boulevard on Site 2, with the rear portion of the Site 2 buildings partially demolished; (ii) fully demolish three existing buildings (one on Site 1 fronting Cherokee Avenue and two on Site 2 fronting Cherokee Avenue); (iii) remove all surface parking lots from Site 1 and Site 2; and (iv) construct 633 multi-family residential units, approximately 42,404 square feet of new retail/restaurant uses, approximately 30,488 square feet of new office uses, 444 vehicle parking spaces in two subterranean parking structures, and 60 short-term and 338 long-term bicycle spaces. Approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses and approximately 14,290 square feet of existing buildings would be reused or remain as office uses. Change of use to some or all of this existing to remain space may be necessary. As such, the Project would be an infill project providing uses in keeping with the mixed-use character of the surrounding area. Given the type of uses in the Project Site vicinity, and the infill character of the Project, it would not physically divide an established community, nor would it disrupt or divide an established community through a change in street or land use patterns on surrounding streets. Thus, given the existing mix of uses in the Project Site vicinity and the location within an existing developed area, the Project would not physically divide, disrupt, or isolate an established community.

b. Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. A project would not conflict with the applicable land use plans and policies if it is consistent with the overall intent of these plans and policies and would not preclude the attainment of its primary goals. Various local and regional plans and regulatory documents guide development of the Project Site. Consistency with the SCAG 2020-2045 RTP/SCS was presented in **Section 3.0** of this document. The following discussion addresses the Project's consistency with the requirements, the City's General Plan Framework Element, the current Hollywood Community Plan, the proposed update to the Hollywood Community Plan and the LAMC, to the extent that goals, objectives, and policies of these plans have been adopted for the purpose of avoiding or mitigating an environmental effect. As discussed below, the Project would be substantially consistent with the applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. Therefore, Project impacts related to land use and planning would be less than significant.

City of Los Angeles General Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements: Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element/Public Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the 35 Community Plans. Land Use policies of the General Plan are contained in the Framework Element and the Community Plans. The consistency of the Project with Framework Element is shown in **Table 5.0-13**. The existing Hollywood Community Plan was adopted in 1988. The consistency of the Project with the existing Hollywood Community Plan is shown in **Table 5.0-14**. An update to the Hollywood Community Plan was prepared by the City and approved by the Planning Commission in March 2021 but, as of the preparation of this document, has not yet been approved by the City Council. For informational purposes, consistency of the Project with the update to the Hollywood Community Plan is shown in **Table 5.0-15**. As shown in these tables, the Project would not conflict with the applicable land use policies of the General Plan.

**TABLE 5.0-13
CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK ELEMENT**

Framework Objectives	Consistency Analysis
<p><i>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</i></p> <p><i>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</i></p>	<p>Consistent. The Project is a mixed-use Project that will include 633 housing units with approximately 42,404 square feet of new commercial retail/restaurant uses, approximately 30,488 square feet of new office uses, approximately 24,924 square feet of existing buildings will be reused or remain as retail/restaurant uses, and approximately 14,290 square feet of existing buildings will be reused or remain as office uses. The Project would include activated ground floor commercial uses for the convenience of its residents, neighbors, visitors, and employees.</p> <p>Consistent. The Project Sites are located in a HQTAs and a TPA as defined by CEQA. Additionally, the Project would develop new residential and commercial uses within walking distance to numerous services, retail, and employment opportunities. Additionally, the intersection of Hollywood Boulevard and Highland Avenue, which is considered a major transit stop as it is the location of both an existing rail transit station and stops for several bus lines, is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The location of the Project encourages a variety of transportation options, such as walking and biking. Thus, the Project would reduce VMT, promote alternatives to driving, and aim to improve air quality. The Project would also provide approximately 60 short-term and 338 long-term bicycle parking spaces, open space for residential uses that would include a ground floor paseo and publicly accessible common areas promoting the gathering of community residents, in addition to balconies and rooftop pool decks.</p>
<p><i>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</i></p>	<p>Consistent. The Project would create new housing opportunities, including affordable housing, on underutilized land that is supported by transportation, utility infrastructure and public services. The Project would include 633 units (including 67 affordable units) of new multi-family housing.</p>
<p><i>Objective 3.4: Encourage new multifamily residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</i></p>	<p>Consistent. The Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses along street frontages, a ground floor paseo, and publicly accessible common areas. Additionally, the intersection of Hollywood</p>

**TABLE 5.0-13
CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK ELEMENT**

Framework Objectives	Consistency Analysis
<p><i>Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.</i></p> <p><i>Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.</i></p>	<p>Boulevard and Highland Avenue, which is considered a major transit stop as it is the location of both an existing rail transit station and stops for several bus lines, is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would place the new commercial and high-density residential uses in a transit-oriented area while preserving lower-intensity residential neighborhoods.</p> <p>Consistent. The Project includes the development of mixed-use high-rise buildings providing residential, office, and commercial uses. The Project would be located near a variety of land uses within walking distance of each other, including grocery stores, entertainment centers, museums, parks, gyms, schools, restaurants, banks, and office buildings, which is consistent with the character of the Hollywood Regional Center.</p> <p>Consistent. The Project would renovate existing historic structures and develop new uses around them in a way that would maintain the significance of the existing structures.</p>

Source: City of Los Angeles, General Plan Framework.

**TABLE 5.0-14
HOLLYWOOD COMMUNITY PLAN CONSISTENCY**

Hollywood Community Plan Objectives	Consistency Analysis
<p><i>1. To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.</i></p>	<p>Consistent. The Project would redevelop underutilized surface parking as a mixed-use development including residential, office, and commercial uses to further the development of Hollywood as a major center of population, employment, and retail services near an active commercial center with accessible transit options.</p>
<p><i>2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.</i></p>	<p>Consistent. The Project is located on land designated for various private uses in the quantities and at densities to accommodate projected population and services.</p>
<p><i>3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</i></p>	<p>Consistent. The Project provides housing that would help the City meet its housing goals, including affordable housing. The Project would include 633 units (including 67 affordable units) of new multi-family housing.</p>

**TABLE 5.0-14
HOLLYWOOD COMMUNITY PLAN CONSISTENCY**

Hollywood Community Plan Objectives	Consistency Analysis
<p><i>4. To promote economic wellbeing 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.</i></p>	<p>Consistent. The Project would provide office and local-serving commercial uses as part of the mixed-use development.</p>
<p><i>5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.</i></p>	<p>Consistent. The Project would include open space such as a paseo and would provide the density to support nearby public transportation facilities.</p>
<p><i>6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage and the expansion and improvement of public transportation service.</i></p>	<p>Consistent. The Project would provide residential and commercial land uses within one-quarter mile of the Metro B Line Hollywood & Highland Station and near several local bus routes, approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project's close proximity to transit provides alternative modes of transportation for residents, employees, and visitors to take to and from the Project Site.</p>
<p><i>7. To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.</i></p>	<p>Consistent. The Project sites do not include existing open space. The Project would not affect views, natural character, and topography of mountainous parts of the Community.</p>

Source: Adopted Hollywood Community Plan, 1988.

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>LU Goal 8 A vital Regional Center that serves as the heart of Hollywood, balances new development and existing scale, and promotes jobs, housing, and visitor-serving uses.</i></p>	<p>Land Use</p> <p>Consistent. As stated above, the Project would provide a design aesthetic that creates visual interest by alternating materials across its facades, with the massing of buildings varying across both Sites. The Project’s buildings would be designed to blend seamlessly into the surrounding community with use of brick masonry and other classic elements that pay homage to the existing buildings along Hollywood Boulevard. As stated above, the Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the existing community character and scale. Site 1 would include a ground floor paseo area and both Sites would include publicly accessible common areas.</p> <p>The Project would promote jobs and housing by creating 633 units (including 67 affordable units) of new multi-family housing, approximately 42,404 square feet of new commercial retail/restaurant uses, approximately 30,488 square feet of new office uses within the Hollywood Regional Center. In addition, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses and approximately 14,290 square feet of existing building would be reused or remain as office uses,</p>
<p><i>LU 8.1 Provide opportunities for commercial office and residential development within the heart of Hollywood.</i></p>	<p>Consistent. The Project Site is located in the heart of Hollywood, just south of the Hollywood Boulevard commercial corridor. As stated above, the Project would create 633 units of new multi-family housing (including 67 affordable units), approximately 42,404 square feet of new commercial retail/restaurant uses, approximately 30,488 square feet of new office uses within the Hollywood Regional Center. In addition, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses, and approximately 14,290 square feet of existing buildings would be reused or remain as office uses.</p>
<p><i>LU 8.2 Encourage a balance of jobs and housing growth in the Regional Center.</i></p>	<p>Consistent. The Project would create mix of residential units, retail, restaurant, and office. The Project would help balance the jobs/housing balance in the Regional Center by constructing 633 units of new multi-family housing, approximately 42,404 square feet of new commercial retail/restaurant uses, and approximately 30,488</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
	square feet of new office uses. In addition, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses and approximately 14,290 square feet of existing building would be reused or remain as office uses,
<i>LU 8.3 Consider C2 zoning in the Regional Center to support a variety of uses, including neighborhood serving uses for residents.</i>	No Conflict. As stated above, the Project would create a variety of uses, including neighborhood serving uses.
<i>LU 8.4 Support entertainment, hotel, and tourist-serving land uses in the Regional Center which address the needs of visitors who come to Hollywood for business, conventions, trade shows, entertainment and tourism.</i>	Consistent. As stated above, the Project would create approximately 42,404 square feet of new commercial retail/restaurant uses and approximately 30,488 square feet of new office uses within the Hollywood Regional Center. In addition, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses and approximately 14,290 square feet of existing building would be reused or remain as office uses,
<i>LU 8.5 Encourage flexible parking models to best serve the local context.</i>	Consistent. The Project would include a total of 444 parking spaces with two subterranean parking garages, under each Site. These would include bicycle parking, electric vehicle car charging stations and parking, and fuel-efficient vehicle parking, to incentivize energy efficient transportation modes. The Project is also within walking distance of the Metro Hollywood/Highland B Line light-rail station.
<i>LU 8.6 Promote the preservation and reuse of existing buildings, when feasible. Recognize the legacy of historic resources in the Regional Center as key features contributing to Hollywood's prominence.</i>	Consistent. As stated above, the Project would preserve four existing buildings on both Sites and integrate them into the new development, contributing to the existing community character.
<i>LU 8.7 Consider requiring noise abatement plans for newly proposed entertainment venues requiring discretionary approval.</i>	No Conflict. The Project would not include a entertainment venue.
<i>LU 8.9 Support architectural innovation and dynamic roof forms while balancing life safety issues in consultation with the Fire Department.</i>	No Conflict. The Project would include a mix of building heights and a mix of adaptive reuse and new construction.
<i>LU 8.10 Locate and design tall buildings to provide access to sunlight and sky view within the surrounding context of streets, street trees, public and private open space, and neighboring properties.</i>	Consistent. The Project would include the retention of four existing buildings, the partial demolition of two existing buildings, the full demolition of three existing building, and the removal of a surface parking lot. The Project's new buildings would be oriented such that they allow for sunlight and sky view within the context of streets, street trees, public and private open space, and

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>LU Goal 9 Residential and commercial density, transit-oriented districts, affordable housing, and employment opportunities near transit infrastructure that support sustainable and walkable neighborhoods.</i></p>	<p>neighboring properties.</p> <p>Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area. The Project would create 633 units of new multi-family housing (including 67 affordable units), approximately 42,404 square feet of new commercial retail/restaurant uses, approximately 30,488 square feet of new office uses within the Hollywood Regional Center. In addition, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses and approximately 14,290 square feet of existing building would be reused or remain as office uses,</p> <p>In compliance with the State Density Bonus Law, the Project would provide 67 units affordable to Very Low Income households. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses along street frontages and through the inclusion of a paseo within Site 1 and publicly accessible common areas within Site 1 and Site 2. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. Moreover, the Project would place the new commercial and high-density residential uses in a transit-oriented area. The Project is also within walking distance of the Metro Hollywood/Highland B Line light-rail station, and the Project is within walking distance of services, retail stores, and employment opportunities.</p>
<p><i>LU 9.1 Incentivize jobs and housing growth around transit nodes and along transit corridors.</i></p>	<p>Consistent. The Project is located along the Hollywood Boulevard transit corridor and the Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center.</p>
<p><i>LU 9.2 Encourage new affordable housing near transit in the Regional Center.</i></p>	<p>Consistent. As stated above, In compliance with the State Density Bonus Law, the Project would provide 67 units affordable to Very Low Income households. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>LU 9.3 Utilize higher Floor Area Ratios (FAR) to incentivize mixed-use development around transit nodes and along commercial corridors served by the Metro Rail, Metro Rapid buses or high-frequency bus service.</i></p>	<p>Site 1 and 0.26 miles west of Site 2.</p> <p>Consistent. The Project would have an overall FAR of 4.76 on Site 1 and an overall FAR of 4.50 on Site 2. As stated above, the Project is located along the Hollywood Boulevard transit corridor and the Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center.</p>
<p><i>LU 9.4 Encourage projects that utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities that make it easier for residents to use alternative modes of transportation and minimize automobile trips. Encourage affordable housing near transit. Consider neighborhood-serving uses such as grocery stores, shared mobility options, bicycle parking, bicycle lockers, safe and secure bicycle storage, and/or other vehicle trip reducing features.</i></p>	<p>Consistent. As stated above, the Project would have an overall FAR of 4.76 on Site 1 and an overall FAR of 4.50 on Site 2. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would include a total of 444 parking spaces with two subterranean parking garages, under each Site. These would include 60 short-term and 338 long-term bicycle parking spaces, electric vehicle car charging stations and parking, and fuel-efficient vehicle parking, to incentivize energy efficient transportation modes. The Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses along street frontages and through the inclusion of a paseo and publicly accessible common areas.</p>
<p><i>LU 9.5 Condition new large scale commercial and mixed-use development in the Regional Center to provide green spaces, such as a public plaza, community garden space or other community amenities onsite.</i></p>	<p>Consistent. As stated above, the Project would provide a ground floor paseo on Site 1 and publicly accessible common areas on Site 2 promoting the gathering of community residents. The Project would provide additional amenities for residents such as new outdoor open space areas including balconies and rooftop pool decks.</p>
<p><i>LU 9.6 Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.</i></p>	<p>Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area. In compliance with the State Density Bonus Law, the Project would provide 67 units affordable to Very Low Income households. The Project would provide for a range of housing opportunities including studio, one-bedroom, and two-bedroom units. The Project is within walking</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>LU 9.7 Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.</i></p>	<p>distance of the Metro Hollywood/Highland B Line light-rail station, and the Project is within walking distance of services, retail stores, and employment opportunities.</p> <p>Consistent. The Project will replace underperforming commercial uses and surface parking lots, uses that do not generate significant employment opportunities. As stated above, the Project would include approximately 42,404 square feet of new commercial retail/restaurant uses, approximately 30,488 square feet of new office uses, approximately 24,924 square feet of existing buildings will be reused or remain as retail/restaurant uses, and approximately 14,290 square feet of existing buildings will be reused or remain as office uses. The Project will increase employment opportunities in the Hollywood Community.</p>
Sustainability	
<p><i>LU Goal 11 Sustainable land uses, site design, and development, including paving and stormwater infiltration systems.</i></p>	<p>Consistent. The Project is designed to create opportunities for stormwater capture. The roof decks, paseo, and publicly accessible common areas on both Sites would also have planters providing additional opportunities for stormwater capture. The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period.</p>
<p><i>LU 11.1 Promote sustainable land use, streetscape and building policies to protect the environment and public health.</i></p>	<p>Consistent. As previously stated, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area. The Project's commercial uses would be accessible through activated ground floors along street frontages and through the paseo and publicly accessible common areas. The Project is within walking distance of the Metro Hollywood/Highland B Line light-rail station, and is within walking distance of services, retail stores, and employment opportunities.</p>
<p><i>LU 11.2 Encourage development to use clean, efficient, renewable materials and green building policies. Encourage discretionary and major projects to exceed Green Building Standards.</i></p>	<p>Consistent. The Project would increase energy efficiency, reduce indoor and outdoor water demand, install energy-efficient equipment, and comply with 2022 California Title 24 Building Energy Efficiency Standards and the mandatory measures of the CALGreen Code and the L.A. Green Building Code by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>LU 11.3 Encourage flexibility in building designs in developments to use green building practices and incorporate solar, clean, or efficient energy.</i></p>	<p>conservation measures. The HVAC systems would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. CalGreen incorporates and overlap with many LEED strategies, with several applicable LEED v4 credits satisfying the requirements for CALGreen mandatory requirements.</p> <p>Consistent. The Project would increase energy efficiency, reduce indoor and outdoor water demand, install energy-efficient equipment, and comply with 2022 California Title 24 Building Energy Efficiency Standards. The Project would also meet the mandatory measures of the CALGreen Code and the L.A. Green Building Code by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The HVAC systems would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. CalGreen incorporates and overlap with many LEED strategies, with several applicable LEED v4 credits satisfying the requirements for CALGreen mandatory requirements.</p>
Historic Preservation	
<p><i>P Goal 1 Honor Hollywood's legacy through the preservation of the built environment that reflects Hollywood's cultural, social, economic, and architectural history.</i></p>	<p>Consistent. As stated above, the Project would provide a design aesthetic that creates visual interest by alternating materials across its facades, with the massing of buildings varying across both Sites. The Project's buildings would be designed to blend seamlessly into the surrounding community with use of brick masonry and other classic elements that pay homage to the existing buildings along Hollywood Boulevard. The Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the existing community's cultural, social, economic, and architectural history.</p>
<p><i>P 1.2 Promote the preservation and adaptive reuse of existing building stock, especially for designated or eligible historical resources.</i></p>	<p>Consistent. As stated above, the Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the community's cultural, social, economic, and architectural history.</p>
<p><i>P 1.3 Preserve designated Historic Cultural Resources and further study eligible resources as potentially significant resources.</i></p>	<p>Consistent. As stated above, the Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the community's cultural, social,</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<i>P 1.4 Protect designated and eligible historical buildings in the Regional Center.</i>	economic, and architectural history. Consistent. As stated above, the Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the community's cultural, social, economic, and architectural history.
<i>P 1.5 Protect and enhance distinctive features of prominent streets in Hollywood, such as the Walk of Fame, a recognized Historic-Cultural Monument of the City of Los Angeles.</i>	No Conflict. The Project's design would protect and enhance distinctive features of Hollywood Boulevard. The portion of the site along Hollywood Boulevard would be adaptively reused. As stated above, the Project's buildings would be designed to blend seamlessly into the surrounding community with use of brick masonry and other classic elements that pay homage to the existing buildings along Hollywood Boulevard. The Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the existing community's cultural, social, economic, and architectural history.
<i>P 1.8 Encourage the design of new buildings that respect and complement the character of adjacent historical resources through design standards outlined in implementation tools such as Community Design Overlays (CDOs), or a Community Plan Implementation Overlay (CPIO).</i>	No Conflict. As stated above, the Project would provide a design aesthetic that creates visual interest by alternating materials across its facades, with the massing of buildings varying across both Sites. The Project's buildings would be designed to blend seamlessly into the surrounding community with use of brick masonry and other classic elements that pay homage to the existing buildings along Hollywood Boulevard. The Project would preserve historical resources on both Sites and integrate them into the new development, contributing to the existing community's cultural, social, economic, and architectural history.
Mobility	
<i>M Goal 1 Safe, accessible, and convenient mobility options for users of all ages and abilities.</i>	Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would include a total of 444 parking spaces with two subterranean parking garages, under each Site. These would include bicycle parking, electric vehicle car charging stations and parking, and fuel-efficient vehicle parking, to incentivize energy efficient transportation modes. The Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>M 1.6 Encourage new development to design the site's vehicular ingress and egress to minimize interference with pedestrian and bicycle facilities and bus traffic.</i></p>	<p>Hollywood Regional Center. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses along street frontages and through the inclusion of a paseo and publicly accessible common areas.</p> <p>Consistent. The Project would include a total of 444 parking spaces with two subterranean parking garages, under each Site. Vehicular ingress and egress to Sites would be designed to minimize interference with pedestrian and bicycle facilities and bus traffic. Vehicular ingress and egress to Site 1 would occur midblock on Cherokee Avenue, on the southeast portion of the Site. Vehicular ingress and egress to Site 2 would occur midblock on Cherokee Avenue, on the western portion of the site. Cherokee avenue does not have a significant amount of bus traffic and the driveways have been designed to minimize conflict with pedestrian and bicycle traffic.</p>
<p><i>M Goal 2 A transportation system that provides abundant convenient alternatives to single-driver motor vehicles.</i></p>	<p>No Conflict. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide 60 short-term and 338 long-term bicycle parking spaces. The design of the buildings is pedestrian-oriented and provides a ground floor paseo and publicly accessible common areas promoting the gathering of community residents. Further, the Project would activate street frontages on the ground floor of the building encouraging pedestrian activity. The Project is within walking distance of services, retail stores, and employment opportunities.</p>
<p><i>M 2.1 Encourage sustainable mobility options. Support transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro Rail Stations and major transit nodes.</i></p>	<p>Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide both short- and long-term bicycle parking. The design of the buildings is pedestrian-oriented and provides a ground floor paseo and publicly accessible common areas promoting the gathering of community residents. Further, the Project would</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>M 2.5 Support implementation of transportation demand management strategies to minimize vehicle trips and improve mobility.</i></p>	<p>activate street frontages on the ground floor of the building encouraging pedestrian activity. The Project is within walking distance of services, retail stores, and employment opportunities.</p> <p>No Conflict. The Project facilities and implements transportation demand strategies by creating a mixed use project in proximity to mass transit systems. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide both short- and long-term bicycle parking. The design of the buildings is pedestrian-oriented and provides a paseo and publicly accessible common areas promoting the gathering of community residents. Further, the Project would activate street frontages on the ground floor of the building encouraging pedestrian activity. The Project is within walking distance of services, retail stores, and employment opportunities.</p>
<p><i>M Goal 4 A comprehensive transit system that provides safe and efficient access to, around and from Hollywood that minimizes automobile dependence.</i></p>	<p>No Conflict. The Project will facilitate the use of mass transit system within Hollywood. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide both short- and long-term bicycle parking and is designed to be pedestrian-oriented. The Project is within walking distance of services, retail stores, and employment opportunities.</p>
<p><i>M 4.8 Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented built environment features such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers, and enhanced or decorated crosswalks.</i></p>	<p>Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide 60 short-term and 338 long-term bicycle parking spaces and is designed to be pedestrian oriented.</p>

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<i>M Goal 5 A safe and integrated bicycle network that provides access to transit and key destinations.</i>	Consistent. The project will contribute to a safe and integrated bicycle network by providing ample on-site bicycle parking. As stated above, the Project would provide both short- and long-term bicycle parking. Further, the Project is located along the Hollywood Boulevard transit corridor and of the Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2.
<i>M 5.1 Support and encourage bicycling as a mobility option by supporting infrastructure, facilities, and programs that create a safe and convenient environment to ride bicycles.</i>	Consistent. By providing ample on-site bicycle parking, the Project encourages bicycling as a mobility option. As stated above, the Project would support and encourage bicycling as a mobility option by providing 60 short-term and 338 long-term bicycle parking spaces. Moreover, the Project Site is located within an easy cycling distance from the Metro B Line station at Hollywood and Highland.
<i>M 5.7 Support the provision of bicycle and pedestrian facilities at markets and shopping centers.</i>	Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. The Project would provide both short- and long-term bicycle parking. The design of the buildings is pedestrian-oriented and provides a paseo and publicly accessible common areas promoting the gathering of community residents. Further, the Project would activate street frontages on the ground floor of the building encouraging pedestrian activity. The Project is within walking distance of services, retail stores, and employment opportunities.
<i>M 5.8 Support the provision of short and long term bicycle parking and shower facilities in new non-residential development and municipal buildings, as required by LAMC 12.21 A 16.</i>	Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Project would provide 60 short-term and 338 long-term bicycle parking spaces.
<i>M Goal 6 A well-managed parking supply where parking resources are used efficiently.</i>	Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Project would include a total of 444 parking spaces with two subterranean parking garages, under each Site. These would include bicycle parking, electric vehicle car charging stations and parking, and fuel-

**TABLE 5.0-15
HOLLYWOOD COMMUNITY PLAN UPDATE CONSISTENCY**

Hollywood Community Plan Update Goals & Policies	Consistency Analysis
<p><i>M 6.9 Consider reductions in parking requirements for projects located within 1500 feet of a Metro Rail station.</i></p>	<p>efficient vehicle parking, to incentivize energy efficient transportation modes.</p> <p>Consistent. As stated above, the Project would place the new commercial, high-density residential, and office uses in a transit-oriented area of the Hollywood Regional Center. The Metro Hollywood/Highland B Line light-rail station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. Utilizing transit-centric permissible parking reductions provided by the State Density Bonus Law, the Project would include a total of 444 parking spaces with two subterranean parking garages under each Site. Provided parking would satisfy the Project's actual parking demand.</p>
<p><i>M 6.13 Encourage projects to minimize negative impacts of visible, above-grade, structured parking.</i></p> <ul style="list-style-type: none"> • <i>Consider requiring ground-floor commercial uses in off-street parking facilities located in commercial areas. Encourage projects to provide required parking spaces in underground facilities.</i> • <i>When parking is provided above grade, consider design features such as above-grade parking with lined habitable uses, parking levels integrated into the building design, parking structures that are free of blank walls, and/or parking structures that are otherwise screened completely with architectural features.</i> • <i>Design parking levels to complement the rest of the building with flat levels and standard ceiling heights which can increase flexibility of use over time.</i> • <i>On larger sites with multiple buildings, provide parking in a shared stand-alone parking structure rather than embedded within multiple buildings.</i> • <i>Encourage the screening and landscaping of parking lots.</i> 	<p>No Conflict. The Project does not include any above grade parking structures. All 444 parking spaces will be provided within two subterranean garages on each portion of the Project Site. Vehicular ingress and egress to Sites would be designed to minimize interference with pedestrian and bicycle facilities and bus traffic, complementing the pedestrian-oriented design of the Project. Vehicular ingress and egress to Site 1 would occur midblock on Cherokee Avenue, on the southeast portion of the Site. Vehicular ingress and egress to Site 2 would occur midblock on Cherokee Avenue, on the western portion of the site. The parking lots due to their locations, under each Site, would be shielded from view and would therefore minimize visual impacts.</p>
<p><small>Source: Hollywood Community Plan Update, 2021</small></p>	

Los Angeles Municipal Code

The Project Site is located within the Hollywood Community Plan Area and is designated with the Regional Center Commercial Land Use category of the City's General Plan. Site 1 is zoned P-1 (Automobile Parking) and C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District) and C4-2D (Commercial, Height District 2 with Development Limitation) closer to Selma Avenue. For Site 1, pursuant AB 2334 (effective January 1, 2023) and the Los Angeles City Planning Department's recent AB 2334 Guidance memo, the Project intends to utilize both C4 density and LAMC 12.22.A.18 to allow 1 dwelling unit for every 200 square feet across the entire Property, including the P Parcels, which is the maximum permissible density allowed for mixed use projects on property designated Regional Center Commercial. Consistent with guidance received from LADCP's housing unit, C4 zone development standards will be applied to the P Parcels. Additionally, the Project is requesting an off-menu incentive to allow commercial uses (which are uses contemplated by and permitted in the Regional Center Commercial Community Plan land use designation) in the P zone. Site 2 is zoned C4-2D-SN. The C4 zone permits a wide array of land uses, such as retail stores, offices, hotels, restaurants, multi-family dwelling units and theaters. Pursuant to LAMC Section 12.22.A.18(a), the C4 zone also allows R5 uses for projects combining commercial and residential uses, like the Project, located on land designated Regional Center Commercial by the Community Plan.

The Height District 2 designation does not impose a vertical height limitation but does impose a maximum FAR of 6:1. The Development Limitation in the Project Site's height district, however, further limits total floor area contained in all buildings to a maximum FAR of 2:1 (per ordinance No. 165, 659, adopted in 1990) which may be exceeded with the approval of the City Planning Commission. The D Limitation also imposes a maximum height of 45 feet above grade on Site 2, which can also be exceeded with City Planning Commission Approval. The Project would utilize an off-menu State Density Bonus Law Incentive for Site 1 to allow an FAR of 4.76:1 with a total of 374,494 square feet of floor area (including the two structures that would remain). The parcels with a D Limitation will increase from 2 to 1 to 4.76 to 1, and the P Parcels will increase from 3 to 1 to 4.76 to 1. For Site 2, the Project is also requesting an off-menu State Density Bonus Law Incentive and Concession (Government Code Section 65916(d)) to allow an FAR of 4.50:1 (with a total of 229,761 square feet of floor area (including the two structures that would remain), and a Waiver of Development Standard (Government Code Section 65915(e)) to allow the Project's proposed height in lieu of the D Limitation's 45 foot height limit for Site 2. With the approval of the proposed FAR and height for the Project, the D Limitation's FAR and height restrictions (as applicable) would not apply.

In sum, the Project would be comprised of approximately 42,404 square feet of new retail/restaurant uses, approximately 30,488 square feet of new office uses, approximately 24,924 square feet of existing buildings would be reused or remain as retail/restaurant uses, approximately 14,290 square feet of existing buildings would be reused or remain as office uses, and approximately 633 multi-family residential units. Site 1 would be developed with three new buildings and the retain two existing buildings. Site 2 would be developed with one new building and retain two existing buildings. Parking would be provided in below grade structures on both Site 1 and Site 2. Thus, the project would be consistent with the LAMC density, zoning, and use requirements.

Cumulative Impacts

Related projects would be located primarily within the Hollywood Community Plan area and would have access or be in close proximity to transit. The intensification of development within this area would be consistent with the intent of the General Plan Framework, which encourages a diversity of uses, including restaurants, commercial, and residential uses, in close proximity to transit. In addition, many related projects feature mixed-use components that provide housing, office, and street-oriented commercial uses that would enliven the street front and enhance pedestrian activity in accordance with the objectives of the General Plan Framework and other adopted plans. Because it is anticipated that development of the related projects would be consistent with the objectives of the General Plan and other plans that support intensification and redevelopment, land use impacts would be less than significant. Any related projects requesting discretionary approvals, such as changes to the General Plan or zoning, would be vetted through environmental review and only allowed at the discretion of the City and with consideration of consistency with applicable plans.

The related projects are located in urbanized areas that are nearly fully developed where, therefore, most opportunities to build involve infill development or reusing previously developed property. As both the project and the related projects constitute infill development and would increase density, together they would not alter existing basic land use patterns.

The Project would be consistent with the policies and objectives of the Los Angeles Framework Element, the SCAG's 2020-2045 RTP/SCS, the Hollywood Community Plan, Hollywood Community Plan Update, and the LAMC. Specifically, the project is consistent with goals and policies contained within these plans that aim to provide new housing, improve the pedestrian environment, support mixed-use development near transit, improve air quality and active

transportation (e.g., bicycling and walking), and encourage new high-quality development that is compatible with existing uses and development.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No land use and planning mitigation measures were identified.

Hollywood Community Plan EIR:

No land use and planning mitigation measures were identified.

Hollywood Community Plan Update EIR:

No land use and planning mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.12 Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. 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?

Impact. A significant impact could occur if the Project Site were located in an area used or available for extraction of a regionally important mineral resource, or if Project development would convert an existing or future regionally important mineral extraction use to another use, or if Project development would affect access to a site used or potentially available for regionally important mineral resource extraction. The Project Site is not within an oil drilling district, State-designated oil field, or surface mining district.⁸⁵ There are no known oil wells at or near the Project Site, nor is the Site located within a Mineral Resource Zone 2 (MRZ-2) Area.⁸⁶ No mineral resources are known to exist beneath the Project Site. As such, construction and operation of the Project would not 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 and no impacts would result.

b. 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?

Impact. The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area. The Project Site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Thus, there would be no impacts from construction or operation of the Project to 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 and no impacts would result.

85 City of Los Angeles. "Conservation Element. Mineral Resources Exhibit A." *City of Los Angeles General Plan*. January 2001.

86 City of Los Angeles, Department of City Planning. "Environmental and Public Facilities Map." September 1996.

Cumulative Impacts

As discussed above, the Project would have no impact on mineral resources.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No mineral resources mitigation measures were identified.

Hollywood Community Plan EIR:

No mineral resources mitigation measures were identified.

Hollywood Community Plan Update EIR:

No mineral resources mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.13 Noise

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

- a. **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than Significant with Mitigation Incorporated.

Applicable Noise Regulations

Chapter XI, *Noise Regulation*, of the LAMC (hereafter referred to as the Noise Regulations) establishes acceptable ambient sound levels to regulate intrusive noise (e.g., noise from stationary mechanical equipment, amplified sound, and vehicles other than those traveling on public streets) within specific land use zones. In accordance with the Noise Regulations, a noise level increase from certain regulated noise sources (e.g., mechanical equipment) of 5 dBA over the existing ambient noise level at an adjacent property line is considered a violation of the Noise Regulations. To account for increased tolerance for short-duration noise events, the Noise Regulations provide a 5 dBA allowance (for a total of 10 dBA above the existing ambient noise level) for noise sources occurring for more than five (5) but less than 15 minutes in any 1-hour period, and an additional 5-dBA allowance (for a total of 15 dBA above the existing ambient noise level) for noise sources occurring for five minutes or less in any 1-hour period.

Noise due to construction is regulated under Section 41.40 of the LAMC, which prohibits construction activity and repair work where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of

residence between the hours of 9:00 PM to 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. All such activities are prohibited on Sundays and all federal holidays. Additionally, Section 112.05 specifies the maximum noise level of construction machinery that can be generated in any residential zone of the City or within 500 feet thereof. Specifically, any construction machinery may not generate a maximum noise level exceeding 75 dBA at 50 feet from the equipment. However, the above noise limitation does not apply where compliance is technically infeasible. A significant impact would occur if the Project resulted in a substantial temporary or permanent increase in ambient noise levels. With respect to the community noise assessment, changes in noise levels less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance criteria used in the construction noise analysis in this section of the SCEA is an increase in the ambient exterior noise levels by 5 dBA (hourly Leq) or more at a noise-sensitive use.

Noise due to motor driven vehicles on private property (e.g., parking lot) is regulated under Section 114.02 of the LAMC. In accordance with Section 114.02, the operation of motor driven vehicles upon any property within the City that causes the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA is considered a noise violation.

In addition, the Noise Element of the Los Angeles City General Plan (Noise Element) provides guidance for the control of noise to protect residents, workers, and visitors from potentially adverse noise impacts. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses, as shown in **Table 5.0-16: Guidelines for Noise Compatible Land Use**. As shown in **Table 5.0-16**, noise levels for multi-family residences are considered “normally acceptable” between 50 and 60 dBA, and “conditionally acceptable” between 60 and 65 dBA. The Noise Element defers regulation of temporary, point-source noise such as construction activities to the City’s Municipal Code Noise Ordinance. With regard to long-term noise impacts, the Noise Element contains stated goals, objectives, policies, and implementation programs for noise control.

**TABLE 5.0-16
GUIDELINES FOR NOISE COMPATIBLE LAND USE**

Land Use	Day-Night Average Exterior Sound Level (CNEL dBA)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playgrounds, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Buildings, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Source: City of Los Angeles General Plan Noise Element, Exhibit I: Guidelines for Noise Compatible Land Use.

Note: CNEL = community noise equivalent level; dB(A) = A-weighted decibel; Ldn = day-night level.

- ^a **Normally Acceptable:** Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation.
- ^b **Conditionally Acceptable:** New construction or development only after a detailed analysis of the noise mitigation is made and needed noise insulation features are included in the project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
- ^c **Normally Unacceptable:** New construction or development generally be discouraged. A detailed analysis of the noise reduction requirements must be made and noise insulation features included in the design.
- ^d **Clearly Unacceptable:** New construction or development should not be undertaken.

With respect to on-site operational noise, the significance criteria used in the noise analysis is an increase in the ambient noise level of 5 dBA (hourly Leq) at the noise-sensitive uses, in accordance with the Noise Regulations. The Noise Regulations do not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, the City has determined to assess the significance of the Project's off-site traffic noise based on whether the Project creates, or contributes to, an increase in the ambient noise level of 3 dBA in CNEL if the noise levels fall within the "normally unacceptable" or "clearly unacceptable" category, as specified in the City's Noise Element, or an increase of 5 dBA in CNEL if the noise levels fall within the "conditionally acceptable" or "normally acceptable" category at noise-sensitive uses. In addition, the City has determined to assess the significance of the Project's composite noise levels (on-site and off-site sources) based on whether the Project's composite noise levels create an increase in the ambient

noise level of 3 dBA or 5 dBA in CNEL (depending on where in the acceptable/unacceptable categories the noise levels fall) at noise-sensitive uses.

Existing Noise Environment

Some land uses are considered more sensitive to noise than others based on the types of activities typically involved at the receptor location. Similarly, the Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.⁸⁷ Based on a review of the land uses in the vicinity of the Project site, seven (7) noise receptor locations were selected to represent noise-sensitive uses surrounding the site. These monitoring locations provide an adequate basis to evaluate potential impacts at the monitoring locations and receptors beyond in the same direction, as impacts at these receptors would be further reduced due to distance attenuation and intervening building structures.

LAMC Section 111.02 (Sound Level Measurement Procedure and Criteria) provides procedures and criteria for the measurement of the sound level of “offending” noise sources. Short-term sound monitoring was conducted at seven (7) locations to measure the existing ambient sound environment in the Project vicinity. Measurements were taken over 15-minute intervals at each location between the hours of 10:21 AM and 1:16 PM on February 28, 2022, and are provided in **Table 5.0-17: Existing Ambient Noise Measurements**. As shown in **Table 5.0-17**, ambient noise levels ranged from a low of 57.5 dBA Leq at the east boundary of Site 1 along Cherokee Avenue to a high of 72.5 dBA Leq northwest of Site 1 along Hollywood Boulevard.

**TABLE 5.0-17
EXISTING AMBIENT NOISE MEASUREMENTS**

	Location Number/ Description	Nearest Use	Time Period	Noise Source	dBA Leq
1	North of Site 1 along Hollywood Boulevard	Commercial	10:21 AM– 10:36 AM	High traffic activity along Hollywood Boulevard	70.9
2	North of Site 2 along Hollywood Boulevard	Commercial	10:49 AM– 11:04 AM	High traffic activity along Hollywood Boulevard	68.8
3	South of Site 1 along Selma Avenue	Residential	11:12 AM– 11:27 AM	Medium traffic activity along Selma Avenue	59.0

⁸⁷ City of Los Angeles. “Noise Element.” p. 4-1. *City of Los Angeles General Plan*.

**TABLE 5.0-17
EXISTING AMBIENT NOISE MEASUREMENTS**

Location Number/ Description	Nearest Use	Time Period	Noise Source	dBA Leq
4 East boundary of Site 1 along Cherokee Avenue	Residential	11:35 AM– 11:50 AM	Low traffic activity along Cherokee Avenue	57.5
5 South of Site 2 along Selma Avenue	School	11:59 AM– 12:14 PM	Medium traffic activity along Selma Avenue	68.3
6 Northwest of Site 1 along Hollywood Boulevard	Commercial	1:01 PM– 1:16 PM	High traffic activity along Hollywood Boulevard	72.5
7 Southwest of Site 1 along Selma Avenue	Commercial	12:27 PM– 12:42 PM	Medium traffic activity along Selma Avenue	59.2

Source: Refer to **Appendix G** for noise monitoring data sheets.

Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Construction

Noise from construction activities would be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receptors. Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project site. Each construction phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required.

In order to calculate construction noise levels, hourly activity, or utilization factors (i.e., the percentage of normal construction activity that would occur, or construction equipment that would be active, during each hour of the day) are estimated based on the temporal characteristics of other previous and current construction projects.⁸⁸ The hourly activity factors express the percentage of time that construction activities would emit average noise levels. Typical noise levels for each type of construction equipment were obtained from the FHWA Roadway Construction Noise Model.⁸⁹ The construction equipment reference noise levels are based on measured noise data compiled by the FHWA and would occur when equipment is operating under

⁸⁸ See **Appendix G** of this document.

⁸⁹ United States Department of Transportation (USDOT). *FHWA Roadway Construction Noise Model Final Report*. January 2006. https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf. Accessed October 2022.

full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. As such, equipment would operate at different percentages over the course of an hour.⁹⁰ During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Construction activities that would occur during the construction phases (demolition, grading, building construction, paving, and architectural coatings) would generate both steady-state and episodic noise that would be heard both on and off the Project Site. As shown previously in **Table 5.0-3**, construction on Sites 1 and 2 would result in some concurrent construction activities. Specifically, the Site 1 building construction phase would occur concurrently with the Site 2 demolition, grading, building construction, paving, and architectural coating phases. Moreover, the Site 1 architectural coating phase would occur concurrently with the Site 2 architectural coating phase. These overlaps are considered in the analysis below to determine worst-case construction noise levels.

Each construction phase (demolition, site preparation, grading, building construction, paving, and architectural coating) involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The potential noise impact generated during construction depends on the phase of construction and the percentage of time the equipment operates over the workday. However, construction noise estimates used for this analysis are representative of worst-case conditions because it is unlikely that all the equipment contained on each site would operate simultaneously. The Project would be constructed using typical construction techniques; no blasting or impact pile driving would be required. As would be the case for construction of most land use development projects, construction of the proposed Project would require the use of heavy-duty equipment with the potential to generate audible noise above

90 Federal Highway Administration (FHWA). *Traffic Noise Model*. 2006.

the ambient background noise level. CalEEMod generates default values for number and types of construction equipment, horsepower, load factor, and daily operating hours. The model allows for the user to override these values as appropriate, however, default construction equipment assumptions were used for purposes of this analysis, as the CalEEMod construction defaults are based on a survey of a number of construction sites by SCAQMD and are therefore considered representative of actual conditions. Expected noise levels generate by each type of equipment is derived from equipment data published by the Federal Highway Administration.⁹¹

The nearest noise sensitive receptors to Site 1 include adjacent multi-family residential uses located on the northwest corner of Cherokee Avenue and Selma Avenue. The nearest sensitive receptors to Site 2 include the Larchmont Charter School and Selma Avenue Elementary School located on the northeast corner of Cherokee Avenue and Selma Avenue. The noise levels at the nearest sensitive receptors to each portion of the Project Site from construction activity is shown in **Table 5.0-18: Construction Maximum Noise Estimates**. The estimated noise levels are based on the major construction equipment (i.e., major noise sources) located at the ground level (e.g., excavator, tractor, loader, backhoe, grader, and scraper). Construction activities that would take place at the upper levels of the Project buildings would involve smaller construction equipment (e.g., hand tools), which generate lower noise levels than the larger earth moving equipment used at the ground level during site work. As shown, maximum construction noise levels at the multi-family residential uses located on northwest corner of Cherokee Avenue and Selma Avenue would result in an increase of 27.4 dBA above the significance criteria during grading of Site 1. Additionally, maximum construction noise levels at the Larchmont Charter School and Selma Avenue Elementary School located on the northeast corner of Cherokee Avenue and Selma Avenue would result in an increase of 29.1 dBA above the significance criteria during concurrent activities of building construction at Site 1 and grading activities at Site 2. Therefore, the Project's potential noise impacts due to on-site construction would be potentially significant prior to mitigation.

91 See noise analysis worksheets provided in **Appendix G**.

**TABLE 5.0-18
CONSTRUCTION MAXIMUM NOISE ESTIMATES**

Nearest Sensitive Receptor ^a	Construction Phase(s)	Max Construction Leq	Significance Criteria (5dBA over ambient) ^b	Maximum Noise Increase above Significance Criteria (dBA)
<i>Multi-family residential uses on the northwest corner of Cherokee Avenue and Selma Avenue</i>	Site 1 Grading	89.9	62.5	+27.4
<i>Larchmont Charter School and Selma Avenue Elementary School located on the northeast corner of Cherokee Avenue and Selma Avenue</i>	Site 1 Building Construction/ Site 2 Grading	91.6	62.5	+29.1

Source: FHWA, RCNM, version. 1.1.

Refer to **Appendix G** for Construction Noise Worksheets.

^a More detailed construction noise level tables provided in **Appendix G**.

^b Based on lowest measured ambient. See **Table 5.0-17**.

Off-Site Construction Noise

Construction of the Project would require worker, haul, and vendor truck trips to travel to and from the sites. Haul trucks would be used to export demolition debris and excavated soil and vendor trucks would be used to deliver supplies to the sites. Trucks traveling to and from the sites would be required to travel along a haul route approved by the City. According to the Traffic Study, a maximum of 649 workers per day are anticipated during the building construction phase. The 649 construction workers would conservatively result in 1,298 one-way vehicle trips (649 inbound, 649 outbound), to and from the Project site daily. However, nearly all those trips would occur outside of the peak hours and are not expected to cause peak hour operational issues at any of the study intersections.

Approximately 102,000 cubic yards (cy) of material would be excavated and removed from the Project site over a 282-day period. It is anticipated that a maximum of 26 trucks per workday, based on an anticipated haul truck capacity of 14 cy, would be required during this phase. Thus, up to 52 daily trucks trips (26 inbound, 26 outbound) are forecasted to occur during the grading phase, with approximately eight (8) trips per hour (four inbound, four outbound) uniformly over a typical seven-hour, off-peak hauling period. Haul truck traffic would take the most direct route to the freeway ramp, east along Hollywood Boulevard.

Noise associated with construction haul trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of hauling trips in a day. Project haul truck trips which include medium-and heavy-duty trucks would generate noise levels of approximately 58.4 dBA and 63.2 dBA, respectively, measured at 25 feet from a receptor along the haul route. As shown in **Table 5.0-17**, existing noise levels around the Project Site ranged from 68.8 dBA to 70.9 dBA along Hollywood Boulevard. The noise level increases from truck trips would be below the significance threshold of 5 dBA. As such, off-site construction noise impacts would not be considered significant.

Operation

Existing and future traffic noise on local roadways in the surrounding areas of the Project Site was calculated to quantify 24-hour CNEL noise levels using information provided in the Project's Traffic Analysis. The traffic analysis analyzed ten intersections within the Project vicinity. The results of the roadway noise analysis are provided in **Appendix G**. As shown, roadway noise levels from Project operation would not result in a 3 dBA or more increase along any roadway with the exception of Selma Avenue. Under Project operation, roadway noise levels along Selma Avenue east of Highland Avenue would increase from existing conditions of 51 dBA CNEL to 57.1 dBA CNEL with Project, resulting in an increase of 6.1 dBA CNEL. However, based on the City's land use noise compatibility criteria (refer to **Table 5.0-18**), noise levels ranging from single-family residential uses are considered normally acceptable within noise exposures of 50 to 60 dBA CNEL. Additionally, multi-family residential uses are considered normally acceptable within noise exposures of 50 to 65 dBA CNEL. As such, although noise levels would increase by a maximum of 6.1 dBA CNEL, noise levels would remain within the normally acceptable guideline.

The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices, such as sound attenuators, acoustics louvers, or sound screens/parapet walls, to comply with noise-limitation requirements provided in LAMC Section 112.02, which prohibits the noise from such equipment from causing an increase in the ambient noise level of more than 5 dB. Therefore, operation of mechanical equipment on the Project building would not exceed the City's threshold of significance.

Noise would be generated by activities within the proposed parking garages. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is

anticipated that parking related noise would be less than existing surface parking noise as the Project's parking would be subterranean and enclosed. In addition, parking-related noise generated by motor vehicles is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels.

Outdoor dining space associated with the proposed restaurant uses and outdoor amenity space associated with the proposed residential buildings would feature gatherings of patrons and residents. The outdoor dining spaces are generally interior to the sites and the residential amenity spaces are on upper building levels. As such rapid attenuation of sound from outdoor amenities due to distance and the effect of physical obstruction would occur. In addition, the expected uses of these spaces are typical of the urban environment in which the Project is located. As such, the resulting noise would be compatible with the surrounding environment.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant With Mitigation Incorporated. The City has not adopted a significance threshold to assess vibration impacts during construction. However, Caltrans has published a manual that provides practical guidance for addressing vibration.⁹² Heavy construction equipment (e.g., a bulldozer and excavator) would generate a limited amount of ground-borne vibration at short distances away from the source. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity to the construction site (i.e., within 20 feet related to building damage; 80 feet related to human annoyance at sensitive uses.⁹³ Heavy construction equipment (e.g., a large bulldozer) would generate a vibration level of up to 0.089 inch/second Peak Particle Velocity (PPV) at a distance of 50 feet from the equipment.⁹⁴ With respect to potential building damage, the Federal Transit Administration (FTA) provides potential building damage criteria varies from 0.12 PPV

92 Caltrans. *Transportation and Construction Vibration Guidance Manual*. April 2020. <https://dot.ca.gov/programs/environmental-analysis/noise-vibration/guidance-manuals>. Accessed October 2022.

93 Pursuant to Federal Transit Administration (FTA) procedure, distances are calculated based on estimated vibration levels for typical construction equipment at a distance which would be below the 72 VdB significance threshold with respect to human annoyance (at 80 feet) and below the 0.12 PPV significance threshold applicable to building extremely susceptible to vibration damage (at 20 feet).

94 Federal Transit Administration (FTA). "Table 7-4." *Transit Noise and Vibration Impact Assessment Manual*. 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed November 2022.

(inch/second) for buildings that are extremely susceptible to vibration to 0.50 PPV (inch/second) for reinforced-concrete, steel or timber buildings.⁹⁵

According to the Caltrans manual, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if project construction activities cause ground-borne vibration to exceed:

- 2.0 PPV at the nearest modern industrial or commercial building.
- 1.0 PPV at the nearest newer residential structure.
- 0.5 PPV at the nearest older residential structure.
- 0.3 PPV at the nearest engineered-concrete and masonry structure.
- 0.2 PPV at the nearest fragile structure.
- 0.12 at the nearest extremely fragile, historic building

The Project Site is a highly urbanized and currently includes improved commercial buildings and surface parking lots. The Project Site does contain historic resources that will be preserved as part of the Project and is adjacent to other historic structures along Hollywood Boulevard. Based on the proximity of these historic structures, this analysis utilizes the lowest threshold of 0.12 PPV. As mentioned previously, default values for number and types of construction equipment were derived from CalEEMod. The Caltrans Vibration Guidance Manual provides reference vibration levels for a selection of construction activities. **Table 5.0-19: Construction Vibration Levels Estimates – Building Damage** presents the estimated ground-borne vibration levels due to Project construction activities for sensitive receptors located between a distance of 10 feet to 40 feet. As indicated in **Table 5.0-19**, the estimated ground-borne vibration would exceed the significance criteria of 0.12 PPV at distances up to 20 feet for large bulldozers and caisson drilling, 10 feet for jack hammer, up to 15 feet for loaded trucks and up to 35 feet for vibratory rollers. Therefore, the vibration impacts during construction of the Project with respect both onsite and offsite historic buildings would be potentially significant without mitigation.

⁹⁵ FTA. *Transit Noise and Vibration Impact Assessment Manual*.

**TABLE 5.0-19
CONSTRUCTION VIBRATION LEVELS ESTIMATES – BUILDING DAMAGE**

DISTANCE (FT) FROM SOURCE	Estimated Vibration Velocity Levels from Project Construction Equipment (inch/second [PPV])					
	Large Bulldozer	Jackhammer	Caisson Drilling	Loaded Trucks	Vibratory Roller	Small Bulldozer
10	0.352	0.138	0.352	0.300	0.830	0.012
15	0.191	0.075	0.191	0.164	0.452	0.006
20	0.124	0.049	0.124	0.106	0.293	0.004
25	0.089	0.035	0.089	0.076	0.210	0.003
30	0.068	0.027	0.068	0.058	0.160	0.002
35	0.054	0.021	0.054	0.046	0.127	0.002
40	0.044	0.017	0.044	0.038	0.104	0.001

Notes:

Bold indicates exceedance of significance threshold of 0.12 PPV for historic uses.

Vibration level calculated based on FTA reference vibration level at 25 foot distance.

Refer to **Appendix G** for construction vibration worksheets.

- c. or a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact could occur if a Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of a project site. There are no airports within a 2-mile radius of the Project Site, nor is the Project Site within an area addressed by any airport land use plan. Further, the Project Site is not near a private airstrip. As such, the Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

Cumulative Impacts

Less Than Significant Impact. For purposes of this analysis, development of the related projects would be considered to contribute to cumulative noise impacts. Noise, by definition, is a localized phenomenon and drastically reduces as distance from the source increases. Cumulative construction-noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment.

Mitigation Measure MM NOI-1 would require implementation of noise control strategies with options that include controlling the noise at the source. Additionally, implementation of **MM NOI-1**

would allow construction noise levels to be reduce to levels below the significance threshold with a combination of any of the noise control strategies listed. It is expected that, as with the Project, the related projects would implement best management practices, which would minimize any noise-related nuisances during construction. Therefore, the combined construction-noise impacts of the related projects and the Project's contribution would be less than significant.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Given that the related projects would be required to adhere to the City's noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to differing construction schedules, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, the cumulative noise impacts would be less than significant.

With regard to ground-borne vibration, cumulative significant noise impacts could result if construction were occurring on the Project Sites and nearby related project site concurrently. However, as shown in **Table 5.0-19** above, the forecasted vibration levels attenuate quickly over distance. The related projects are separated from the project such that separate vibration activities would not have a substantial cumulative effect. It is expected that, as with the Project, related projects would implement best management practices, which would minimize any ground-borne vibration during construction. Therefore, the combined construction-vibration impacts of the related projects and the Project's contribution would be less than significant.

Mitigation Measures

Incorporation of Prior Mitigation

Public Resources Code (PRC) §21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The SCAG 2020-2045 RTP/SCS Program EIR contained mitigation measures that would apply if a Lead Agency identified that a project has the potential for significant environmental effects.

SCAG 2020–2045 RTP/SCS Program EIR:

As described above, there is the potential for significant noise and vibration impacts associated with the Project's on-site construction activities. The Program EIR for the SCAG 2020-2045 RTP/SCS included Program Mitigation Measures NOI-1 and NOI-2, as listed below. Based on Project-specific analysis of the proposed on-site construction activities as well as the specific

locations of off-site noise sensitive receptors, the Project would incorporate site-specific measures, as outlined in the project-specific **MM NOI-1** and **MM NOI-2**, to address the significant construction noise impact. As these measures address specific site conditions, they would implement the intent and be consistent with but more effective and tailored to the project than **PMM NOI-1** and **PMM NOI-2**.

PMM NOI-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Install temporary noise barriers during construction.
- b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
- c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance.
- d) Post procedures and phone numbers at the construction site for notifying Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- f) Designate an on-site construction complaint and enforcement manager for the project.
- g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with

compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

- i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where pavement is planned.
- l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
- m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses.
- n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.
- o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as

determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

- q) Use of portable barriers in the vicinity of sensitive receptors during construction.
- r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.
- s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.
- u) Construction sound reducing barriers between noise sources and noise-sensitive land uses.
- v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- w) Use techniques such as grade separation, buffer zones, landscaped berms, dense planting, sound walls, reduced-noise paving materials, and traffic calming measures.
- x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.
- y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

PMM NOI-2: In accordance with provisions of section 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.
- b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.
- c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.
- d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.
- e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).
- f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.

Hollywood Community Plan EIR:

No noise mitigation measures were identified.

Hollywood Community Plan Update EIR:

No noise mitigation measures were identified.

Project Mitigation

MM-NOI-1 Construction Noise Control Strategies

The Project contractor(s) shall employ state-of-the-art source control techniques that can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) noise attenuation methods. These control techniques, listed below, can be used separately or in combination in order to achieve the desired results. Specifically, the Project Contractor(s) shall:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards, capable of reducing noise by 10 dBA or more. For example, absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for heavy duty equipment.
- Modify equipment such as dampening of metal surfaces or a redesign of a particular piece of equipment is effective in reduction noise due to vibration. Noise reductions of up to 5 dBA can be achieved using dampening materials.
- Use equipment noise shielding such as sound skins or sound aprons that can achieve noise reductions of up to 10 dBA.
- Install temporary noise barriers along perimeter of area under construction area that can achieve approximately 1.5 dB of additional noise level reduction for each one (1) meter (3.3 feet) of barrier height.
- Limit the number of noise-generating heavy-duty construction equipment (e.g., dozers, rollers, tractors, etc.) within 50 feet of the nearest sensitive receptor to two (2) pieces operating simultaneously to reduce noise levels by approximately 5 dBA.
- 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.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.

MM-NOI-2 Vibration Control Plan

Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, the applicant or the project general contractor shall retain a qualified structural engineer to prepare a vibration control plan to be implemented by project contractor(s). The vibration control plan shall be submitted to and approved by the City of Los Angeles Department of Building and Safety. The vibration control plan shall include:

- a pre-construction survey letter establishing baseline conditions at potentially affected structures identified as historic resource in *Hollywood Central Historic Resources Technical Report* (Historic Resources Group, August 2022);

- setback “buffer” zones around potentially affected structures identified as historic resource to the following specifications:
 - a minimum of 10-feet for use of “Jackhammers”
 - a minimum of 15 feet of the location of “Loaded Trucks”
 - a minimum of 20 feet for large earthmoving vehicles that are the vibration equivalent of the FTA’s “Large Bulldozer” and “Caisson Drilling” vibration reference equipment
 - a minimum of 35 feet for the use of “Vibratory Roller”.
- a vibration monitoring program capable of recording and documenting construction-related ground vibration levels during the course of construction.

In the event vibration monitoring identifies vibration levels at one of the potentially affected structures to be greater than the threshold level [0.12 inch/second (PPV)], the contractor shall halt construction activities in the vicinity of the structure and visually inspect that structure for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide and implement feasible steps to reduce the vibration level to less than threshold level [0.12 inch/second (PPV)]. Construction activities may then restart once the vibration level is re-measured and below the threshold level.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to any impacted historic resources (as identified in *Hollywood Central Historic Resources Technical Report* (Historic Resources Group, August 2022). The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior’s Standards and with applicable codes including the California Historical Building Code (Part 8 of Title 24).

Impacts After Mitigation

As analyzed above, construction of the Project would have the potential to result in significant noise impacts at the off-site sensitive receptor locations from on-site construction activities. Mitigation Measure MM NOI-1 would require implementation of noise control strategies with options that include controlling the noise at the source and installing attenuating barriers. As specified in MM NOI-1, optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more; noise reductions of up to 5 dBA can be achieved using dampening

materials; noise shielding such as sound skins or sound aprons can achieve noise reductions of up to 10 dBA; temporary noise barriers along perimeter of area under construction area that can achieve at least 1.5 dB of additional noise level reduction. In addition, limiting the number of noise-generating heavy-duty construction equipment operating simultaneously in the same would reduce noise levels by approximately 5 dBA⁹⁶ Taken together, these measures would reduce potential construction noise, as experienced off site, by up to 30 dBA, thereby reducing noise impacts to less than significant.

Mitigation Measure **MM NOI-2** would create and implement a vibration control plan such that impacts on both onsite and offsite historic structures would be reduced to a less than significant level.

96 FHWA. *Special Report—Measurement, Prediction, and Mitigation*. Updated June 2017. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed November 2022.

5.14 Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Induce substantial unplanned 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)?

Less than Significant Impact. A significant impact could occur if the Project would locate new development such as homes, businesses, and/or infrastructure, with the effect of substantially inducing growth in a proposed area that would otherwise not have occurred as rapidly or in as great a magnitude.

The State of California requires that cities plan for changes in population and attend to housing and employment needs; if growth is projected, each city must accommodate a share of the region’s anticipated growth. These projections are provided to the City by SCAG. The City must then demonstrate that it has accommodated, or created the “capacity” for, these projected levels of population, housing, and employment through its Community Plans.

SCAG Regional Transportation Plan Sustainable Communities Strategy. As part of its comprehensive planning process for the Southern California region, SCAG, the MPO for Southern California with exception to San Diego County, has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles, the City of San Fernando, and a portion of unincorporated Los Angeles County. However, the numbers discussed herein pertain only to the City of Los Angeles. Based on the regional growth projections in the 2020–2045 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,933,800 residents, 1,367,000 total housing units, and 1,848,300 employees. Moreover, SCAG estimates the population of the City will increase to 4,771,300 residents, 1,793,000 housing units, and

2,135,900 employees by 2045, an increase of 837,500 residents, 426,000 housing units, and 287,600 employees by 2045.

Hollywood Community Plan Update. SCAG forecasts population and job growth of the cities and counties in the six county Southern California Region. The Department of City Planning refines the City’s allocation so that projected growth is directed to centers and districts that are located near mass transit, consistent with the Framework Element and other City policies. Directing growth this way protects other areas, such as single-family neighborhoods, historic districts, hillsides, and other residential neighborhoods. Though not fully adopted, the Hollywood Community Plan Update includes growth projections through 2040. Existing and forecasted population and housing for the Hollywood Community Plan Area is shown in **Table 5.0-20: Population and Housing within the Hollywood Community Plan Area.**

**TABLE 5.0-20
POPULATION AND HOUSING OF THE HOLLYWOOD COMMUNITY PLAN AREA**

	Existing (2020 Estimate) ¹	Expected Growth Under Existing Hollywood Community Plan ²	Expected Growth Under Update to Hollywood Community Plan ²
Population	197,097	243,000	264,000
Dwelling Units	109,692	121,000	132,000

1: City of Los Angeles Department of City Planning 202 Hollywood Demographic Profile

2: Derived from Hollywood Community Plan Updated EIR

Construction

The work requirements of most construction projects are highly specialized so that construction workers remain at the job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Construction workers would likely be supplied from the region’s large labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Project on a short-term basis, for this reason, significant housing or population impacts will not result from construction of the Project.

Operation

Direct Growth

The addition of 633 residential units is within the expected growth of housing units in Hollywood Community Plan area between 2020 and 2040 and represents less than 6% of the projected

growth in housing units. As such, the proposed housing units would not result in substantial growth not otherwise planned for. Impacts would be less than significant.

Based on the result of the City's VMT Calculator as used in the Transportation Assessment, the Project would result in 1,426 new residents.⁹⁷ The addition of 1,426 new residents represents less than 3 percent of the estimated population growth in the Hollywood Community between 2020 and 2040. As such, the new residents would not result in substantial growth not otherwise planned for. Impacts would be less than significant.

Indirect Growth

The Project would include approximately 42,404 square feet of new commercial retail/restaurant uses, approximately 30,488 square feet of new office uses, approximately 24,924 square feet of commercial uses within the existing buildings that will remain generating on-site employment. The Project would generate the need for approximately 448 employees from new commercial retail, restaurant and office uses.⁹⁸ While the commercial and office space would provide new employment opportunities, the proposed use is not considered a unique use or regional destination that would draw substantial new residents to the area to fulfill these jobs.

The Project is an infill development in the Hollywood Community Plan Area, which is already developed with utility and roadway infrastructure. The Project would be served by existing infrastructure and would not require the development of new utility or roadway infrastructure other than points of connection at the Project Site. As such, the Project would not indirectly induce substantial population growth, and no impacts related to indirect population growth would occur as a result of the Project.

For the reasons discussed above, the Project would not directly or indirectly induce substantial population growth. Therefore, Project impacts related to population and housing would be less than significant.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if the Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site is developed with small commercial structures and parking lots. There are no

⁹⁷ See *Transportation Assessment* prepared by Gibson Transportation Consulting, Inc., dated July 2022, provided in **Appendix H**.

⁹⁸ See *Transportation Assessment* prepared by Gibson Transportation Consulting, Inc., dated July 2022, provided in **Appendix H**.

residential units or residents on the Project Site. Therefore, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur.

Cumulative Impacts

The Project together with the related projects indicated in **Table 2.0-1** would result in an increase of approximately 5,000 dwelling units to the Hollywood Community Plan Area. Based on the planned capacity encompassed in the existing Hollywood Community Plan and the Hollywood Community Plan Update, the increase in housing associated with the Project and related projects would be within the City's planning projections. Therefore, the Project's contribution to cumulative impacts to population and housing would be less than significant.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No applicable population and housing mitigation measures were included in the SCAG 2020-2045 RTP/SCS Program EIR.

Hollywood Community Plan EIR:

No population and housing mitigation measures were identified

Hollywood Community Plan Update EIR:

No population and housing mitigation measures were identified.

Project Mitigation

No population and housing mitigation measures were identified.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project. Impacts would be less than significant.

5.15 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:

a. Fire Protection

Less Than Significant Impact. A project would normally have a significant impact on fire protection if it required the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines significant effect on the environments as “a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.” Thus, the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.⁹⁹

The Los Angeles Fire Department (LAFD) Strategic Plan 2018-2020, A Safer City 2.0, is a collaborative effort between LAFD staff, city leaders, and community members to accomplish the

⁹⁹ *City of Hayward et al. v. Board of Trustees of the California State University* (2015).

LAFD's organizational vision.¹⁰⁰ As provided in the Strategic Plan 2018-2020, five goals will guide the LAFD for the next three years: (1) Provide exceptional public safety and emergency service; (2) Embrace a healthy, safe, and productive work environment; (3) Implement and capitalize on advanced technology; (4) Enhance LAFD sustainability and community resiliency; and (5) Increase opportunities for personal growth and professional development.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance and has the minimum fire flow required for the land use proposed. Pursuant to Section 57.507.3.3, Table 507.3.3, of the 2020 City of Los Angeles Fire Code, the maximum response distance between high density residential and commercial neighborhood uses and a LAFD fire station that houses an engine company or truck company is 1.5 miles and 2.0 miles, respectively. If either of these distances were exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project were located beyond the maximum response distance. The Project site is located approximately 0.47 miles northwest of Fire Station No. 27 at 1327 North Cole Avenue.

Furthermore, based on response metric from January to August 2021, Fire Station No. 27 had an average response time of 6 minutes and 55 seconds for non-EMS calls and 7 minutes and 14 seconds for EMS calls.¹⁰¹ These response times are provided for informational purposes since the LAFD has not established response time standards for emergency response. Roadway congestion, intersection LOS, weather conditions, and construction traffic along a response route can affect response time. Generally, multilane arterial roadways allow emergency vehicles to travel at higher rates of speed and permit other traffic to maneuver out of a path of an emergency vehicle. Additionally, the LAFD, in collaboration with LADOT, has developed the FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling along designated City streets to aid in emergency response.¹⁰²

Based on the response times and the relatively short distance from LAFD Station 27 to the Project site, fire protection response would be adequate without the need of construction of additional or expanded facilities. Additionally, compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's

100 City of Los Angeles Fire Department (LAFD). *A Safer City 2.0 – Strategic Plan 2018-2020*.

https://issuu.com/lafd/docs/strategic_plan_final_2018.02.09?e=17034503/59029441. Accessed September 2022.

101 Los Angeles Fire Department. "FireStatLA." <http://www.lafd.org/fsla/stations-map>. Accessed September 2022.

102 LADOT. "Los Angeles Signal Synchronization Fact Sheet." February 14, 2016.

fire/life safety inspection for new construction projects, as set forth in LAMC Section 57.118, and which are required prior to the issuance of a building permit. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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 impacts of the Project would be less than significant.

b. Police Protection

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact could occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. The determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for police services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located in the Los Angeles Police Department (LAPD) West Bureau. The Project site is served by the Hollywood Community Police Station, located at 1358 N. Wilcox Avenue approximately 0.47 miles southeast of the Project site.

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including security lighting and erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

Response time represents the period of time elapsed from the initiation of an assistance call to the appearance of a police unit at the scene. Calls for police assistance are prioritized based on

the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, actual distance between a headquarters facility and a given Project Site is of little relevance. Instead, the number of police officers out on the street is more directly related to the realized response time.

Construction activities also have the potential to affect police response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. In accordance with LADOT requirements, a TTCP would be prepared if the public right of way (ROW) would be affected by Project construction. If temporary street, lane, and sidewalk closures are needed for the duration of 72 hours or longer a B-Permit is required from the Bureau of Street Services. Through this review and permit process LADOT ensures compliance with federal and State principles and standards and the safe and efficient movement through and around construction zones. Therefore, impacts to police protection response time during Project construction would be less than significant.

Operation of the proposed Project would create an increase in residents and visitors in the area. Based on 2019¹⁰³ data, the ratio of sworn officers to residents is 2.54 officers per 1,000 residents.¹⁰⁴ The proposed Project would generate approximately 1,426 additional residents, which would result in an overall ratio of approximately 2.54 resulting in a negligible increase in population. The increase in residents within the City would not substantially impact the current police services and would not result in the need for any new facilities or the physical alteration to any existing governmental facility.

Implementation of the Project would result in an increase of residents and visitors on the Project site, thereby generating a potential increase in the number of service calls to the site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to minimally increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. Furthermore, any future new stations or other facilities would be subject to CEQA review. As such, no substantial adverse physical impacts would be associated with new or physically altered police facilities as a result of the Project. Impacts would be less than significant.

103 Most current information available; 2021 population was used in calculation – 3,923,341 residents.

104 Federal Bureau of Investigation (FBI). "Uniform Crime Reporting (UCR) Program." <https://ucr.fbi.gov/crime-in-the-u.s/2019/crime-in-the-u.s.-2019/tables/table-78/table-78-state-cuts/california.xls>. Accessed September 2022.

c. Schools

Less Than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for school facilities which would exceed the capacity of the Los Angeles Unified School District (LAUSD). The determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for school services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project is currently served by several LAUSD public schools, as shown in **Table 5.0-21: LAUSD Public Schools within the Project Area**. As shown in **Table 5.0-22: Project Estimate Student Generation**, the Project could generate approximately 144 elementary students, 39 middle school students, and 82 high school students, for a total of approximately 265 K-12 students. This would be an incremental increase in student population. In addition, the Applicant would be required to pay applicable school fees in accordance with California Government Code Section 65995, which are deemed by statute to fully mitigate any potentially significant impact on schools. Impacts would be less than significant.

**TABLE 5.0-21
LAUSD PUBLIC SCHOOLS WITHIN THE PROJECT AREA**

School	Address	Distance from the Project Site (miles)	Students Served
Selma Avenue Elementary School	6611 Selma Avenue, Los Angeles, 90028	0.2	K-5
Hollywood High School	1521 North Highland Avenue, Los Angeles, 90028	0.3	9-12
Bancroft Middle School	929 North Las Palmas Avenue, Los Angeles, 90028	1.0	6-8

Source: LAUSD, School Finder, <https://www.arcgis.com/home/webmap/viewer.html?webmap=e32c5cd92bf74e19acafb26752b63f0a#!>. Accessed October 2022.

**TABLE 5.0-21
LAUSD PUBLIC SCHOOLS WITHIN THE PROJECT AREA**

School	Address	Distance from the Project Site (miles)	Students Served
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**TABLE 5.0-22
PROJECT ESTIMATED STUDENT GENERATION**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	TOTAL
Multifamily residences ^a	633 du	144	39	82	265

Source: Los Angeles Unified School District, 2020 Developer Fee Justification Study, (March 2020).

Note: du = dwelling unit; sq. ft. = square feet

^a Student generation rates are as follows for residential uses: 0.2269 elementary, 0.0611 for middle school, and 0.1296 for high school students per unit.

d. Parks

Less Than Significant Impact. The determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of completion and occupancy of a project compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.¹⁰⁵ According to the map provided in this element, the Project site is located near multiple neighborhood parks. The standard ratio of neighborhood parks to population is 2 acres per 1,000 residents within a one-half mile radius for neighborhood parks. The Project site is located within a highly urbanized area of the Hollywood Central

¹⁰⁵ City of Los Angeles. "Service Systems Element." *City of Los Angeles General Plan*. <https://planning.lacity.org/odocument/43319adf-80e9-4080-8d1d-ed7b3d3e2607/Public%20Facilities.pdf>. Accessed September 2022.

community. There are approximately 54 parks and 20 recreation centers within a 5-mile radius of the Project.¹⁰⁶

It is estimated that development of the Project would result in an increase of 1,426 new residents, and that these residents would increase the activity and frequency of use of these facilities. The Project includes on-site open space amenities intended to serve the recreational needs of on-site residents, including approximately 66,275 square feet of paseos, courtyards, community rooms, balconies, pool decks, and roof decks. Site 1 includes approximately 40,775 sq. ft. of open space. Site 1 will provide 40,775 square feet of open space in the form of recreation rooms, community rooms, courtyards, roof decks and open pedestrian paseos. Site 2 provides approximately 25,500 sq. ft of open space via amenities, including a courtyard, rooftop deck, and community room. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for offsite park services, and accordingly the Project would not substantially 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.

In addition, the Project Applicant would be required to pay the applicable park impact fees in accordance with LAMC Section 12.33 (Parks Dedication and Fee Update ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area. Therefore, due to the Project's open space and amenities and the Applicant's payment of required fees, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks and impacts of the Project would be less than significant.

e. Other Public Facilities

Less Than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries) that would exceed the capacity available to serve the Project site. The LAPL provides library services at the Central Library, eight regional branch libraries, 64 community branches and bookmobile units, with approximately 6.9 million books and other materials that compose the LAPL collection.¹⁰⁷ Library facilities within two miles of a Project site are generally considered to

¹⁰⁶ City of Los Angeles Department of Recreation and Parks. "Facility Map Locator." <https://www.laparks.org/maplocator>. Accessed September 2022.

¹⁰⁷ Los Angeles Public Library. "Library Statistics." <https://www.lapl.org/about-lapl/press/2013-library-facts>. Accessed October 2022.

be within the service area of a Project.¹⁰⁸ The closest LAPL currently serving the Project site is the Hollywood Regional Library, located at 1623 Ivar Avenue, approximately 0.6 east of the Project site. The next closest branch is the Will & Ariel Durant Branch Library located approximately 1.0 mile southwest from the Project site at 7140 West Sunset Boulevard. The John C. Fremont Branch is also located within the service area of the Project site approximately 1.7 miles south at 6121 Melrose Avenue. The Project would introduce new residents to the site, however the population growth associated with the Project is within the growth projections for downtown Los Angeles. Impacts of the Project on library services would further be reduced as it is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations. Furthermore, the Project would be required to pay development impact fees. Therefore, given the existing library facilities with the surrounding area, and since the Project site is within the service area of seven LAPL Branch Libraries, no new branches or facilities are projected to be needed to serve the surrounding community with the Project. Impacts would be less than significant.

Cumulative Impacts

The proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. The developer will be required to pay all pertinent development fees and to ensure that the site plans and project are consistent with the most recent fire codes and safety measures outlined by the Los Angeles Fire Department (LAFD) and the Los Angeles Police Department (LAPD). No new facilities would be required to accommodate the proposed use. As a result, no cumulative impacts are anticipated.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No public services mitigation measures were identified.

¹⁰⁸ City of Los Angeles. "Section K.5." *CEQA Thresholds Guide*. 2006.

Hollywood Community Plan EIR:

No public services mitigation measures were identified

Hollywood Community Plan Update EIR:

No public services mitigation measures were identified.

Project Mitigation

No public services mitigation measures were identified.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Would the project 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?

Less than Significant Impact. A significant impact may occur if a project would include substantial employment or population growth, which would 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.

Construction workers employed to work on the Project would be temporary; that is, they would only work at the Project Site during the months of construction of the Project and their work days will vary depending on the skill set during each phase of construction. Moreover, their lunch times tend to be short and, therefore, not conducive to leaving the site. As a result, construction workers are more likely to utilize recreational facilities closer to their homes. In total, construction of the Project is expected to generate 649 construction workers (see **Appendix A**), not all of which would be at the Project Site at the same time or during the entire duration of the construction schedule. Therefore, due to their small numbers, limited work times, and temporary nature of their employment at the Project Site, Project construction workers would not produce any significant demand for park and recreational facilities in the vicinity of the Project Site, nor is the construction of the Project expected to impair access to nearby parks. Accordingly, Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity. Thus, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities during construction such that substantial physical

deterioration of the facilities would occur or be accelerated. Therefore, Project construction impacts on these facilities would be less than significant.

It is estimated that development of the Project would result in an increase of 1,426 new residents, and that these residents would utilize local recreational facilities. The Project includes on-site open space amenities intended to serve the recreational needs of on-site residents, including approximately 66,275 square feet of paseos, courtyards, community rooms, balconies, pool decks and roof decks. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for offsite recreational facilities.

In addition, the Project Applicant would be required to pay the Quimby Act Fees or, if applicable, fees in accordance with the Parks Dedication and Fee Update ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities or provide improvements to existing parks in the Project area. Therefore, the payment of applicable fees combined with the recreational amenities for residents included in the Project would reduce the impact of the Project to parks and recreational facilities. As a result, Project impacts would not be so substantial as to cause or accelerate physical deterioration of the existing park and recreational facilities and, therefore, Project impacts would be less than significant.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. A significant impact may occur if a project includes or requires the expansion of park facilities and such construction would have a significant adverse effect on the environment. As mentioned, construction workers employed for the Project are not anticipated to produce any significant demand for park and recreational facilities in the vicinity of the Project Site, nor is the construction of the Project expected to impair access to nearby parks. Accordingly, Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity. Thus, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities during construction such that substantial physical deterioration of the facilities would occur or be accelerated.

Moreover, Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual

development projects and that such goals will be met by seeking federal, State, and private funds to implement acquisition and development of parks and recreational facilities. The Project itself does not include the expansion of park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less than Significant Impact. The Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the Project area. Similar to the Project's requirement to pay fees to improve recreation and park facilities, the related projects that include residential units would be required to pay park mitigation fees or applicable Quimby fees to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park goals. Additionally, each related project would be subject to the provisions of the LAMC Section 12.33 for providing on-site open space, which is proportionately based on the amount of new development. For these reasons, no significant cumulative impact to recreation facilities will result from the Project and related projects.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No recreation mitigation measures were identified.

Hollywood Community Plan EIR:

No recreation mitigation measures were identified.

Hollywood Community Plan Update EIR:

No recreation mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.17 Transportation

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section assesses potential project impacts based on the Hollywood Central Transportation Assessment (Transportation Assessment or TA) prepared by Gibson Transportation Consulting, Inc., dated July 2022, provided in **Appendix H** of this SCEA along with the LADOT review and approval memorandum. Analyses is based on LADOT Transportation Assessment Guidelines (TAG) and Appendix G of the CEQA Guidelines from the State of California Governor’s Office of Planning and Research. This analysis complies with the City’s latest guidelines requiring any development projects that may not be fully entitled prior to July 1, 2020 to be evaluated for transportation impacts in compliance with the State CEQA Guidelines in its implementation of SB 743, which are identified in the TAG.

The TAG establishes an updated set of guidelines, methods, and impact criteria for CEQA considerations that focus on vehicle miles traveled (VMT), geometric hazards, and policy conflicts. The TAG also established a framework for various non-CEQA analyses including a pedestrian, bicycle, and transit access assessment, a project access, safety, and circulation assessment, and project construction analysis. Each area of analysis is described in the TAG with a discussion of screening criteria, the methodology for analysis, impact criteria, and potential mitigation options. Based on the screening criteria set forth in the TAG, the following issue areas in **Table 5.0-23: TAG Screening Criteria Issue Areas** were evaluated. The detailed TAG screening analysis is available in the Transportation Assessment (see **Appendix H**).

**TABLE 5.0-23:
TAG SCREENING CRITERIA ISSUE AREAS**

TAG Issue Area	Analysis Required?
CEQA Analyses:	
Conflicts with Plans, Programs, Ordinances, and Policies	Yes
Causing Substantial Additional Vehicle Miles Traveled	Yes
Substantially Inducing Additional Automobile Travel	No
Geometric Design Features	Yes
Freeway Safety Analysis	Yes
Non-CEQA Analyses:	
Pedestrian, Bicycle, and Transit Access	Yes
Project Access, Safety, and Circulation	Yes
Residential Street Cut-Through	No
Project Construction	Yes

Source: Transportation Assessment for Hollywood Central, July 2022 (Appendix H).

Due to the Safer at Home/Safer LA: Emergency Orders¹⁰⁹ in response to the COVID-19 pandemic, LADOT is allowing the use of historical traffic count data with application of an adjustment factor. Therefore, historical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hour traffic count data was utilized for this analysis. Traffic data collected as part of the TA (i.e., roadway segment volumes) were used for purposes of calculating applicable mobile-source noise levels and air quality emissions in *Section 5.3: Air Quality* and *Section 5.13: Noise*.

Impact Analysis

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact.

Threshold T-1 of the TAG states that a project would result in an impact if it conflicted with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled

¹⁰⁹ The standing public health orders issued by the City and/or County of Los Angeles beginning March 2020 and remaining in effect until further notice.

persons, senior citizens, children, and movers of commercial goods. Thus, the transportation requirements for proposed developments should be consistent with the City's transportation goals and policies.

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Based on those questions, the following City plans, policies, programs, ordinances, and standards apply to the Project: Mobility Plan 2035; Plan for a Healthy Los Angeles; Land Use Element of the General Plan (Hollywood Community Plan); LAMC Section 12.21.A.16 (Bicycle Parking); LAMC Section 12.26J (TDM Ordinance); Vision Zero; Citywide Design Guidelines. The Project is in the process of seeking waivers of dedication. If the waivers are granted, then the Project would be in compliance with the Mobility Plan 2035 roadway standards. The Project's potential to conflict with these programs, plans, ordinances, and policies are analyzed below.

Mobility Plan 2035

In August 2015, the City Council initially adopted Mobility Plan 2035 (Mobility Plan), which is an update to the General Plan's Transportation Element. The City Council has adopted several amendments to the Mobility Plan since its adoption, including the most recent amendment on September 7, 2016. The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities:

1. Safety First;
2. World Class Infrastructure;
3. Access for All Angelenos;
4. Collaboration, Communication, and Informed Choices; and
5. Clean Environments and Healthy Communities.

Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter of the Framework Element are now implemented through the Mobility Plan. Applicable goals and policies are identified below in **Table 5.0-24: Mobility Plan 2035 Consistency Analysis**.

The Mobility Plan also includes the Transit Enhanced Network, Pedestrian Enhanced Districts, and the Bicycle Enhanced Network. The Transit Enhanced Network is a network of streets prioritized for transit with the accompanying objective of ensuring 90 percent of households have

access within one mile of the network by 2035. The Mobility Plan proposes to design and implement by 2035 Pedestrian Enhanced Districts within the City's diverse neighborhoods and regional centers around schools, parks, community and regional gathering destinations, and employment centers with a prioritization of census tracts designated as disadvantaged communities and the highest concentration of pedestrian fatalities and severe injuries. The Bicycle Enhanced Network is comprised of protected bicycle lanes and bicycle paths to provide bikeways for a variety of users with the goal of providing a low-stress network and higher level of comfort than traditional striped bicycle lanes.

The Study Area for the operational analysis of the TA includes 10 study intersections along Hollywood Boulevard, Selma Avenue, and Sunset Boulevard. The intersections were selected in consultation with LADOT based on the factors identified in the TAG:

- Primary Project driveway(s);
- Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s);
- Unsignalized intersections that are adjacent to the Project site or that are expected to be integral to the Project's site access and circulation plan; and
- Signalized intersections in proximity to the Project site where 100 or more net new Project trips would be added.

The Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would not preclude the City from implementing Mobility Plan improvements. The following mobility enhanced networks included corridors within the Study Area, as well as others within 0.25 miles of the Project Site:

- **Transit Enhanced Network (TEN):** The TEN aims to improve existing and future bus services through reliable and frequent transit service to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Hollywood Boulevard is designated as part of the TEN.
- **Neighborhood Enhanced Network (NEN):** The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of Local Streets that are slow moving and safe enough to connect neighborhoods through active transportation. Several streets within the Study Area are designated parts of the NEN, including Selma Avenue and Las Palmas Avenue between Selma Avenue and Sunset Boulevard.

- **Bicycle Enhanced Network (Low-Stress Network) (BEN) and a Bicycle Lane Network (BLN):** Within the Study Area, Sunset Boulevard and Highland Avenue have been identified as part of the BLN, and Hollywood Boulevard has been identified as part of the BEN.
- **Pedestrian Enhanced District (PED):** The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian oriented design features. Several streets within the Study Area, including Hollywood Boulevard, Sunset Boulevard, Highland Avenue, and Wilcox Avenue, are designated PEDs, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities.

Access to the Project would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue, both of which are designated Local Streets. Each of the three driveways would accommodate all turning maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage. All driveways and access points would be designed consistent with LADOT standards and all Americans with Disabilities Act (ADA) requirements. The Project is seeking waivers to the dedication and widening requirements along Las Palmas Avenue and Cherokee Avenue due to constraints of the physical structures on-site and the nearby Historic Resources along Hollywood Boulevard at both the Las Palmas Avenue and Cherokee Avenue intersections.

The Project is located within a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as within a High-Quality Transit Area (HQTA), defined in Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments (Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS) as an area within 0.50 miles of a well-served transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. The Project would also provide bicycle parking for residents, employees, and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to the average for the area, as demonstrated in Section 4B of the TA (**Appendix H**). Further, the Project does not propose modifying, removing, or otherwise negatively affect existing bicycle infrastructure.

Thus, the Project would be consistent with the goals of the Mobility Plan.

**TABLE 5.0-24
MOBILITY PLAN 2035 CONSISTENCY ANALYSIS**

Plan Policies	Project Consistency
Mobility Plan 2035	
<p>Policy 1.1 Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>Consistent. Access to the Project would be provided via three full access driveways: one along Las Palmas Avenue and two along Cherokee Avenue, both of which are designated Local Streets. Each of the three driveways would accommodate both right-turn and left-turn ingress and egress maneuvers. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential/hotel lobby and retail entrances along the Project frontage.</p>
<p>Policy 1.2 Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.</p>	<p>Consistent. The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility. The Project would support the mobility goals of the City and help facilitate pedestrian and bicycle accessibility by improving the safety and mobility of all users.</p>
<p>Policy 1.3 Prioritize the safety of school children on all streets regardless of highway classifications.</p>	<p>Consistent. The Project Site is located adjacent to Selma Avenue Elementary School and approximately 0.25 miles northeast of Hollywood High School. The Selma Avenue Elementary School Safe Routes to School Plan has installed several infrastructure improvements projects along Hollywood Boulevard and Sunset Boulevard, including high visibility crosswalks at Intersection #2, Las Palmas Avenue & Hollywood Boulevard, and Intersection #10, Wilcox Avenue & Sunset Boulevard. The Hollywood High School Safe Routes to School Plan has installed several infrastructure improvements along Highland Avenue, including a scramble crosswalk at Intersection #1, Highland Avenue & Hollywood Boulevard. The Project would not interfere with the existing improvements nor prevent future improvements from being implemented in the study area.</p>
<p>Policy 1.6 Design detour facilities to provide safe passage for all modes of travel.</p>	<p>Consistent. The construction management plan that would be prepared to address non-CEQA impacts would include detour routes for all applicable travel modes, including pedestrian and transit users.</p>
<p>Policy 2.2 Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.</p>	<p>Consistent. The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, improved lighting elements, and landscaping design which does not hinder sight distance, mobility, or accessibility.</p>
<p>Policy 2.3 Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>Consistent. Nearest to the Project Site, Hollywood Boulevard, Sunset Boulevard, Highland Avenue, and Wilcox Avenue are identified as part of the Mobility Plan's Pedestrian Enhanced Network. The Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing sidewalk placement or</p>

**TABLE 5.0-24
MOBILITY PLAN 2035 CONSISTENCY ANALYSIS**

Plan Policies	Project Consistency
	<p>paving, narrowing, shifting, or removing an existing parkway. The Project provides street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. Additionally, the Project would provide separate pedestrian entrances from the vehicular driveways to the Project Site. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways where necessary.</p>
<p>Policy 2.4 Provide a slow speed network of locally serving streets.</p>	<p>Consistent. Selma Avenue and Las Palmas Avenue between Selma Avenue and Sunset Boulevard are designated as parts of the Mobility Plan's Neighborhood Enhanced Network. The Project would not affect travel speed or safety, impede the development of any future improvements, or interfere with the neighborhood character of any of these streets.</p>
<p>Policy 2.5 Improve the performance and reliability of existing and future bus service.</p>	<p>Consistent. Hollywood Boulevard is designated as part of the Mobility Plan's Transit Enhanced Network. The Project would develop transit-accessible residential and commercial space within an identified Transit Priority Area and High-Quality Transit Area. As discussed in Chapter 2 of the TA (Appendix H), there is sufficient capacity within the existing and future transit system to accommodate the additional ridership generated by the Project.</p>
<p>Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</p>	<p>Consistent. Within the Study Area, Sunset Boulevard and Highland Avenue have been identified as part of the Bicycle Lane Network, and Hollywood Boulevard has been identified as part of the Bicycle Enhanced Network. The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. Bicycle parking would also be provided on-site in accordance with LAMC requirements.</p>
<p>Policy 2.9 Consider the role of each mode enhanced network when designing a street that included multiple modes.</p>	<p>Consistent. Hollywood Boulevard adjacent to the Project Site is identified as part of the Mobility Plan's Transit Enhanced Network, Pedestrian Enhanced Network, and Bicycle Enhanced Network. The Project would provide some ground floor commercial space accessible via Hollywood Boulevard that would serve the adjacent neighborhood. The Project would also provide safe access to the adjacent transit stops.</p>
<p>Policy 2.10 Facilitate the provision of adequate on and off-street loading areas.</p>	<p>Consistent. All commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way.</p>
<p>Policy 2.17 Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or</p>	<p>Consistent. The Project does not propose modifications to widen streets beyond their required Mobility Plan classifications. The Project is seeking waivers for dedication and widening requirements along Cherokee Avenue and Las Palmas Avenue due to physical constraints of the existing</p>

**TABLE 5.0-24
MOBILITY PLAN 2035 CONSISTENCY ANALYSIS**

Plan Policies	Project Consistency
the resulting roadway would be less than the standard dimension.	structures on-site.
Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City’s transportation system.	Consistent. The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian and bicycle entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of access points along Las Palmas Avenue and Cherokee Avenue, and adequate parking supply as allowed for projects within a State Enterprise Zone.
Policy 3.2 Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project’s vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project’s mix of residential, office, and local-serving commercial uses located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Metro B Line Hollywood & Highland Station and several local bus lines, providing residents, employees, and patrons opportunities to travel to the Project Site via multiple public transit services, is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2.
Policy 3.5 Support “first-mile, last-mile solutions” such as multimodal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.	Consistent. The Project would support “first-mile, last-mile solutions” by developing a project located in an active commercial area of the Hollywood Community and the Metro B Line Hollywood & Highland Station is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2. Additionally, the Project includes several design features as TDM measures, such as a reduced parking supply, bicycle parking, and bike share facilities, which will encourage the use of transit and other alternative modes of transportation.
Policy 3.8 Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	Consistent. The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site.
Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single occupancy vehicles.	Consistent. The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project includes a reduced parking supply, the provision

**TABLE 5.0-24
MOBILITY PLAN 2035 CONSISTENCY ANALYSIS**

Plan Policies	Project Consistency
	of bike parking per the LAMC, and bike share facilities as Project design features.
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	Consistent. The Project would provide sufficient off-street parking as required for projects within the Hollywood Redevelopment Project area. The Project would also retain the existing on-street parking around Project frontage, to the extent feasible.
Policy 5.1 Encourage the development of a sustainable transportation system that promotes environmental and public health.	Consistent. As part of the Project, bicycle parking facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Metro B Line Hollywood & Highland Station, providing residents, employees, and visitors to the Project with public transportation alternatives is approximately 0.23 miles west of Site 1 and 0.26 miles west of Site 2.
Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project is estimated to generate lower VMT per capita for residents and employees than the average for the area, as demonstrated in Section 4B of the TA (Appendix H). Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site.

Source: Los Angeles Department of City Planning, *Mobility Element 2035*, Adopted September 2016.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles¹¹⁰ introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues. Applicable policies are identified below in **Table 5.0-25: Plan for a Healthy Los Angeles Consistency Analysis**. The Project prioritizes safety and access for all individuals utilizing the Project Site. Thus, the proposed Project would not interfere with any of the policies recommended by the Plan for a Healthy Los Angeles.

**TABLE 5.0-25
PLAN FOR A HEALTHY LOS ANGELES CONSISTENCY ANALYSIS**

Plan Policies	Project Consistency
Plan for a Healthy Los Angeles	
Policy 1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	Consistent. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at adjacent intersections. The Project supports healthy lifestyles by locating housing and jobs near transit

¹¹⁰ City of Los Angeles, Department of City Planning. *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan*. March 2015.

**TABLE 5.0-25
PLAN FOR A HEALTHY LOS ANGELES CONSISTENCY ANALYSIS**

Plan Policies	Project Consistency
<p>Policy 1.7 Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.</p>	<p>(Metro B Line and local bus routes), and providing bicycle parking.</p> <p>Consistent. The Project provides residential and employment opportunities in close proximity to transit. The Project does not displace any existing housing; rather, it converts a substantial amount of underutilized commercial and parking space into an active and vibrant mixed-use community with improved mobility options.</p>
<p>Policy 2.1 Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.</p>	<p>Consistent. The Project provides employment and entrepreneurial opportunities for both new residents and existing community members through the development of office, retail and restaurant space.</p>
<p>Policy 5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.</p>	<p>Consistent. The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in Section 4B of the TA (Appendix H). Additionally, the Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including a reduced parking supply, the provision of bike parking per the LAMC, and bike share facilities as Project design features. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.</p>

Source: City of Los Angeles General Plan, Plan for a Healthy Los Angeles: A Health and Wellness Element, adopted March 2015.

Hollywood Community Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area.

The Project Site is in the Hollywood Regional Center within the Hollywood Community Plan area. The Project aligns with the goals and policies of population, employment, retail services, and entertainment land uses within the Hollywood Community Plan, promoting the development of

residential units, retail, restaurants, and offices in the Regional Center. Further the Project aligns with the objectives of the Community Plan with coordinated land uses and densities and encourages the use of public transportation. Applicable objectives are identified in **Table 5.0-14: Hollywood Community Plan Consistency Analysis** within *Section 5.11: Land Use*.

The Project would provide residential, office, and commercial uses within both a TPA and an HQTAs to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project, as further detailed in Section 5B of the TA (**Appendix H**). In addition, the Project would implement TDM strategies including bike parking per the LAMC and bike share facilities to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Section 4B of the TA (**Appendix H**). Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan.

Vision Zero

LADOT is implementing Vision Zero, a citywide effort to eliminate traffic deaths in the City by 2025. Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years. Strategic investments will have the biggest impact in reducing death and severe injury along streets included in the HIN. As indicated by Transportation Assessment (see **Appendix H**), Hollywood Boulevard adjacent to the Project Site has been identified as part of the HIN. Within the Study Area Sunset Boulevard and Selma Avenue east of Schrader Boulevard are also identified as part of the HIN. No Vision Zero Safety Improvement Projects are currently planned adjacent to the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project does not conflict with Vision Zero.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the Project would be provided in accordance with the LAMC. The Project would provide a total of 60 short term and 338 long term bicycle parking spaces. Site 1 would provide 38 short term and 194 long term bicycle parking spaces, and Site 2 would provide 22 short term and 144 long term

bicycle parking spaces. Thus, the Project's proposed supply would be consistent with LAMC Section 12.31.A.16.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance, adopted in 1993, establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sq. ft. The Project includes non-residential uses greater than 25,000 sq. ft., and as such, the Project would be subject to the requirements of the TDM Ordinance. The non-residential component of the Project would incorporate TDM measures to encourage use of alternative transportation modes by providing on-site bicycle parking and bike share facilities, as well as concentrating development in proximity to transit opportunities, consistent with the requirements set forth in the TDM Ordinance. Thus, the Project's proposed supply would be consistent with LAMC Section 12.26J.

Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. The Citywide Design Guidelines were updated in October 2019 and include guidelines pertaining to pedestrian-first design which serves to reduce VMT. Applicable guidelines are identified below in **Table 5.0-26: Citywide Design Guidelines Consistency Analysis**.

The Pedestrian-First Design approach of Citywide Design Guidelines (Los Angeles City Planning Urban Design Studio, October 2019) identifies design strategies that "create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety."

The design of the Project would separate pedestrian access from vehicular access through individual residential lobby and retail entrances along the Project frontage. The orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses. The Project is seeking waivers from dedication and widening requirements on Cherokee Avenue and Las Palmas Avenue due to physical constraints of the existing structures on-site. Thus, the Project design provides for the safety, comfort, and

accessibility of pedestrians, aligning with the Pedestrian-First Design approach. The Project would be consistent with the Pedestrian-First Design approach of Citywide Design Guidelines.

Other Programs, Plans, Ordinances, and Policies

Hollywood Community Plan Update

The Project Site is in the Hollywood Regional Center within the Hollywood Community Plan Update area. The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. Hollywood Community Plan Update Draft Environmental Impact Report was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated to the Plan Update and released in August 2021. The City is still in its final steps of the adoption process and formal adoption and implementation of the Hollywood Community Plan Update. On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update. Following adoption of the Plan, the implementing ordinances will be reviewed and finalized by the City Attorney, to ensure clarity of regulations and consistency with state law, which can take approximately six months to a year. After this process is complete, the Plan will be brought into effect by the City Council.

The Project aligns with the goals and policies of multi-family residential land uses within the Hollywood Community Plan Update, promoting the development of residential units in the Regional Center. The Project is reflective of the multi-family residential design guidelines contained in the Hollywood Community Plan Update. Further the Project aligns with the goals and policies of mobility, encouraging sustainable mobility options and promoting pedestrian activity, bicycle facilities, and the use of public transportation. Applicable objectives and policies are identified in *Section 5.11: Land Use*. The Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan Update.

**TABLE 5.0-26
CITYWIDE DESIGN GUIDELINES CONSISTENCY ANALYSIS**

Plan Guidelines	Project Consistency
Citywide Design Guidelines	
<p>Guideline 1 Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.</p>	<p>Consistent. The Project provides for the safety, comfort, and accessibility of pedestrians in a number of ways. First, the Project would separate pedestrian access from vehicular access via individual residential lobby and retail entrances along the Project frontage.</p>

**TABLE 5.0-26
CITYWIDE DESIGN GUIDELINES CONSISTENCY ANALYSIS**

Plan Guidelines	Project Consistency
<p>Guideline 2 Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.</p>	<p>Consistent. Primary vehicular access would be provided via three full access driveways: one along Las Palmas Avenue and two along Cherokee Avenue. Each of the three driveways would accommodate both right-turn and left-turn ingress and egress maneuvers. As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access. Therefore, it is not anticipated that the Project would result in conflict between pedestrians and vehicles.</p>
<p>Guideline 3 New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.</p>	<p>Consistent. The Project design includes accessible sidewalks, pedestrian amenities, and a vehicular driveway in accordance with the City's design considerations. The Project would provide street trees to provide adequate shade and a more comfortable environment for pedestrians. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.</p>
<p>Guideline 6 Design to create livable places and desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged.</p>	<p>Consistent. The Project design includes elements that reinforce orientation to the street, such as local-serving ground floor restaurant space and the Project's connections to the off-site pedestrian facilities. The Project is also located in proximity to active commercial centers of the Hollywood Community and residential neighborhoods, as well as various transit opportunities.</p>
<p>Guideline 9 Design projects to incorporate sustainable design and energy efficiency principles. Encouraging sustainability and innovation contributes to the well-being of current and future generations.</p>	<p>Consistent. The Project would provide street trees to provide adequate shade and a more comfortable environment for pedestrians.</p>

Source: City of Los Angeles General Plan, Plan for a Healthy Los Angeles: A Health and Wellness Element, adopted March 2015.

Conclusion

Based on the above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project is consistent with adopted City plans, programs, ordinances and policies regarding the circulation system. Therefore, no mitigation measures are required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. CEQA Guidelines section 15064.3, subdivision (b) states that land use projects that result in vehicle miles traveled (VMT) exceeding an applicable threshold of

significance may indicate a significant impact. CEQA Guidelines section 15064.3, subdivision (b), also states that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor, as is the Proposed Project, should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. LADOT developed a VMT Calculator tool to be used to assess the VMT impacts of proposed development projects within the City. The VMT Calculator also assesses the effectiveness of selected transportation demand management (TDM) measures proposed for a project based on available research. Analysis was conducted for the project using the City's VMT analysis procedures and VMT Calculator. This analysis considered the project's proposed land uses.

The City's VMT impact criteria for development projects is specified in the TAG. Per the criteria, a development project would have a potential significant impact if the project meets one or more of the following:

- For residential projects, a development project may have a potential significant impact if it generates household VMT per capita exceeding 15 percent below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located (see **Table 5.0-27** below). This criterion was used for the multifamily residential component of the project.
- For office projects, a development project may have a potential significant impact if it generates work VMT per employee exceeding 15 percent below the existing average work VMT per employee for the APC in which the project is located (see **Table 5.0-27** below).
- Local-serving retail development tends to shorten trips and reduce VMT whereas regional serving retail development can lead to substitution of longer trips for shorter ones and could increase VMT. Local serving is defined as retail uses less than 50,000 square feet.

**TABLE 5.0-27
IMPACT CRITERIA (15% BELOW APC AVERAGE)**

Area Planning Commission (APC)	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6

**TABLE 5.0-27
IMPACT CRITERIA (15% BELOW APC AVERAGE)**

Area Planning Commission (APC)	Daily Household VMT per Capita	Daily Work VMT per Employee
West LA	7.4	11.1

Source: LADOT Transportation Assessment Guidelines

Per the City's procedures, household VMT per capita and work VMT per employee was estimated using the City's VMT Calculator tool. Due to the Safer at Home/Safer LA: Emergency Orders¹¹¹ in response to the COVID-19 pandemic, LADOT is allowing the use of historical traffic count data with application of an adjustment factor. Therefore, historical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hour traffic count data was utilized for this analysis. The VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- Land use density of the project;
- Transportation network connectivity;
- Availability of and proximity to transit;
- Proximity to retail and other destinations;
- Vehicle ownership rates; and
- Household size.

The City developed Travel Behavior Zone (TBZ) categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City. The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project is located within an Urban (Zone 4) TBZ.

Daily vehicle trips, daily VMT, and daily work VMT per employee for the project was estimated using the City's VMT Calculator tool. For mixed-use projects, according to the TAG, the project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use, taking credit for internal capture. In such cases,

¹¹¹ The standing public health orders issued by the City and/or County of Los Angeles beginning March 2020 and remaining in effect until further notice.

mitigation options that reduce the VMT generated by an or all of the land uses could be considered.

VMT Analysis

A residential project would result in a significant VMT impact if it would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Therefore, a significant VMT impact would occur if household VMT per capita exceeds 6.0.

A commercial project would result in a significant VMT impact if it would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the Area Planning Commission (APC) area in which a project is located. Therefore, a significant VMT impact would occur if work VMT per employee exceeds 7.6.

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production which are trips to a non-residential destination originating from a non-residential use, Home-Based Other Attraction which are trips to a non-workplace destination originating from a residential use, and Non-Home-Based Other Attraction which are trips to a non-residential destination originating from a non-residential use. These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Project VMT

The Project incorporates TDM measures that would reduce the number of single occupancy vehicle trips to the Project Site. The Project is not a transportation project that would induce automobile travel. For the purposes of this analysis, the Project's reduced parking supply, provision of bike parking per the LAMC, and bike share facilities were considered Project design features as identified in the VMT Calculator.

The TAG's definition of a regional-serving retail project explicitly includes the term "retail project." The Project is a mixed-use development that is made up of residential, office, and restaurant/retail uses. The restaurant/retail uses are intended to serve Project residents, employees, visitors, transit riders, and the surrounding community. Thus, the Project's restaurant/retail uses would be considered local-serving, and the VMT impacts are assumed to be less than significant.

Therefore, no further VMT analysis of the restaurant/retail uses beyond what is provided by the VMT Calculator (i.e., City's TDF model) would be required.

Based on consultation with LADOT, the VMT Calculator was modeled for the combined buildout of Site 1 and Site 2, in order to provide the most comprehensive and conservative result. The results of the VMT Analysis are summarized in **Table 5.0-28: VMT Analysis Summary**, below. The combined Site 1 and Site 2 is expected to generate an average household VMT per capita of 4.0, below the threshold stated above. The combined Site 1 and Site 2 is expected to generate an average work VMT per employee of 6.1, below the threshold stated above.

Cumulative VMT

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

The Project Site is well-served by Metro rail and various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would provide both housing and commercial uses near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. As such, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

**TABLE 5.0-28
VMT ANALYSIS SUMMARY**

Project Information	
Land Use	
Multi-Family Housing	633 du
High-Turnover (Sit-Down) Restaurant	67,328 sf
General Office	44,778 sf

**TABLE 5.0-28
VMT ANALYSIS SUMMARY**

Project Information	
Project Analysis¹	
Resident Population	1,426
Employee Population	448
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Urban
Maximum Allowable VMT Reduction ²	75%
VMT Analysis³	
Daily Vehicle Trips	5,672
Total Daily VMT	38,293
Total Home-Based Production VMT	5,727
Household VMT per Capita ⁴	4.0
Impact Threshold	6.0
Significant Impact	NO
Total Home-Based Work Attraction VMT	2,752
Work VMT per Employee ⁵	6.1
Impact Threshold	7.6
Significant Impact	NO

Source: *Transportation Assessment for Hollywood Central, July 2022 (Appendix H)*

Notes:

du = dwelling units. sf = square feet.

- VMT results based on the City of Los Angeles VMT Calculator Version 1.3 (July 2020).*
- The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in Transportation Demand Management Strategies in LA VMT Calculator (LADOT, November 2019) and Quantifying Greenhouse Gas Mitigation Measures (California Air Pollution Control Officers Association, 2010).*
- The implementation of a reduced parking supply, new bike share stations, and the provision of bike parking per LAMC are included as Project design features.*
- Based on home-based production trips only.*
- Based on home-based work attraction trips only.*

As previously discussed, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site by implementing TDM strategies including reduced parking supply, bicycle share station, and the provision of bike parking per the LAMC as Project design features. The Project would result in a less than significant cumulative impact.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Vehicular access would be provided via three full access driveways, one along Las Palmas Avenue and two along Cherokee Avenue. Each of the three driveways would accommodate all turning maneuvers. The Project would not increase the number of curb cuts along Las Palmas Avenue or Cherokee Avenue. The Project would instead modify and consolidate the existing curb cuts. No exceptional horizontal or vertical curvatures exist along the sections of either roadway that would create sight distance issues for traffic utilizing the driveways. Along the Project frontage, the Project is seeking waivers for dedication and widening requirements on Cherokee Avenue and Las Palmas Avenue due to the physical constraints of the existing structures. Pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and retail entrances along the Project frontage.

Vehicles

The vehicular driveways would provide adequate sight distances. Las Palmas Avenue and Cherokee Avenue have no curvatures and are relatively level adjacent to the Project Site. The driveway designs would accommodate adequate sight distances free of obstruction for vehicular ingress and egress. The designs would not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles. The vehicular driveways would intersect Las Palmas Avenue and Cherokee Avenue at right angles to maximize sight distance.

The Project would generate fewer than 450 overall trips during any single peak hour, which is fewer than eight vehicles every minute distributed among three driveways. The driveways would have the capacity to accommodate the Project trips and, therefore, no queuing hazards are expected to occur related to operation of the driveways.

Further, the Project vehicular driveways on Las Palmas Avenue and Cherokee Avenue are not proposed along a street designated as part of any modal priority network as identified in the Mobility Plan. The Project would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

Pedestrians and Bicycles

As previously discussed, pedestrian and bicycle access would be provided separate from the vehicular access via individual residential lobby and commercial entrances along the Project frontage. The Project would result in an increase in both pedestrian and bicycle activity along Las Palmas Avenue and Cherokee Avenue; however, the access locations would be designed to accommodate wider sidewalks and enhanced connectivity that meet the City's requirements to

further protect pedestrian and bicycle safety. The driveways would not cross any existing bicycle infrastructure and adequate sight distance exists for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project is not anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

Uses

The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these surrounding uses. None of the Project design elements are considered incompatible to the adjacent uses. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Conclusion

The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

d. Result in inadequate emergency access?

Less than Significant Impact. A significant impact may occur if a project's design would not provide emergency access meeting the requirements of LAFD or would threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. Project access points would be designed according to City standards and reviewed by the City Bureau of Engineering and the LAFD during site plan review. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, nor impede public access or travel upon public rights-of-way. Additionally, emergency access to the Project Site would be maintained during both Project construction and operation.

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and 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.

- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities on Las Palmas Avenue and Cherokee Avenue to ensure traffic safety on public ROWs. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Spacing of trucks to discourage a convoy effect.
- Containment of construction activity within the Project Site boundaries to the extent feasible.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
- Maintenance of a log, available on the job site always, documenting the 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 site preparation, grading, and construction.

Long-term emergency access would continue to be provided under existing conditions. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and potential residents. Project Site access and circulation plans would be subject to review and approval by the LAFD. As such, impacts related to inadequate emergency access would be less than significant.

Cumulative Impacts

Less than Significant Impact. The TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. The Project is consistent with the City of Los Angeles plans and policies listed in Table 2.1-1 of the TAG.

Development of the Project in conjunction with the related projects would result in an intensification of existing traffic in an already urbanized area of Los Angeles. With regard to transportation plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. Like the Project, each related

project would be subject to the LADOT approval process, including CEQA review, and would incorporate any mitigation measures necessary to reduce potential traffic impacts such that no significant impacts with regard to traffic would occur. As discussed above the Project will not result in an increase in VMT per capita. As such, projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Therefore, the Project will not contribute to any significant cumulative transportation impacts when considered with related projects.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

Public Resources Code (PRC) §21155.2 requires that a Transit Priority Project evaluated in a SCEA incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The SCAG 2020-2045 RTP/SCS Program EIR contained a mitigation measure applicable if the Lead Agency identified significant effects on emergency access. As no significant effects on emergency access have been identified, the mitigation measure from the SCAG 2020-2045 RTP/SCS Program EIR is not applicable to the Project.

Hollywood Community Plan EIR:

No transportation mitigation measures were identified.

Hollywood Community Plan Update EIR:

No transportation mitigation measures were identified.

Project Mitigation

No transportation mitigation measures are necessary.

Impacts After Mitigation

Impacts would be less than significant. No mitigation measures are necessary.

5.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)**

Less than Significant Impact. Tribal Cultural Resources (TCR) includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. PRC Section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” A project would cause a substantial adverse change in the significance of a TCR with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. PRC 5024.1(c) states that “[a] resource may be listed

as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The *Hollywood Central Historic Resources Technical Report* (included as **Appendix C.1**) indicates that there are two historical resources presumed to be historically or culturally significant pursuant to California Code of Regulations Section 15064.5(a)(2) on the Project Site. On Site 1, the Redwine Building at 1618 N. Las Palmas Avenue, Building 5 of the proposed Project, situated along the western boundary of Site 1, is designated as a Historic-Cultural Monument by the City. On Site 2, the Cherokee Building Addition at 6630-6636 Hollywood Boulevard, Building 7 of the proposed Project, located at the northern edge of Site 2, immediately to the east of the Cherokee Building at 6638-6648½ Hollywood Boulevard, is a listed by the National Register of Historic Places as Contributor No. 74 to the Hollywood Commercial and Entertainment Historic District, placed in the National Register of Historic Places on April 4, 1985. The historic significance of these resources is not derived from cultural value to a California Native American tribe.

A Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) was requested on November 30, 2023 to determine if tribal cultural resources have been previously documented within or near the Project area. The NAHC sent a response on December 14, 2023, indicating that the search was negative for tribal cultural resources.¹¹² As such, there are no known Tribal Cultural Resources (TCR)s on the Project Site that were listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). For these reasons, impacts would be less than significant.

¹¹² Sacred Lands File Search included as **Appendix I** of this document.

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than Significant Impact. PRC Section 21074 provides a definition of a TCR. In order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. As mentioned above, a TCR includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. A substantial adverse change to a TCR is a significant effect on the environment under CEQA. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

The Project Site is located in an urbanized portion of the City, is developed with various urban uses, and has been disturbed by past development activities. A SLF search was requested from the NAHC to determine if tribal cultural resources have been previously documented within or near the Project area. The NAHC sent a response on December 14, 2023, indicating that the search was negative for tribal cultural resources. As such, the potential to encounter Tribal Cultural Resources (TCR)s is low. However, as Site 1 would require excavation to a depth of approximately 41 feet and Site 2 would require excavation to a depth of approximately 24 feet, the potential exists for the unanticipated discovery of archaeological materials including TCRs.

Per PRC Section 21074, in the event that cultural artifacts that may be TCRs are discovered during any ground-disturbance activities, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) the Department of City Planning at (213) 978-1177; and (2) all California Native American tribes that have informed the City they are culturally affiliated with the geographic area of the proposed project.

Pursuant to Public Resources Code Section 21074(a)(2), if the City determines that the item or artifact appears to be TRC, it shall provide any affected tribe a reasonable period of time (not less than 14 days) to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and the final disposition of any discovered tribal cultural resources.

For these reasons, impacts would be less than significant.

Cumulative Impacts

Impacts related to TCRs tend to be site-specific and are assessed on a site-by-site basis. Many of the cumulative projects identified would require redevelopment of properties in urban areas that are currently developed and have been previously disturbed, and the potential to encounter and cause a significant impact on TCRs is diminished. The City would require the applicants of each of the related projects to assess, determine, and mitigate any potential impacts related to TCRs that could occur as a result of development, as necessary. As discussed previously, through compliance with existing laws and the City's conditions of approval, project impacts associated with TCRs would be less than significant. However, the occurrence of these impacts would be limited to the project site and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the project would not make any cumulatively considerable contribution to any potential cumulative impact related to TCRs.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No tribal cultural resources mitigation measures were identified.

Hollywood Community Plan EIR:

No tribal cultural resources mitigation measures were identified.

Hollywood Community Plan Update EIR:

PMM-CR7: For all discretionary projects or projects in a CPIO District Subarea where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in

that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified Tribal Monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.

Project Mitigation

No tribal cultural resource mitigation measures were identified.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project. While no significant impacts were identified for Tribal Cultural resources, Mitigation Measure CR 7 from the Hollywood Community Plan Update EIR refer to all discretionary projects or projects in a CPIO District Subarea and this are presumed to apply in this case and to further ensure that impacts would be less than significant.

5.19 Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. A significant impact may occur if a project would require or result in the relocation or construction of water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities to such a degree that the construction or relocation of which could cause significant environmental effects.

Water Supply

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. The City is also making efforts to increase the availability of water supplies, including increasing recycled water use and identification of alternative water supplies, such as water

transfer, desalination, and stormwater runoff reuse, as well as implementing management agreements for long-term groundwater use strategies to prevent overdraft. Water demand during construction of the Project would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gallons per day (gpd). Although temporary construction water use would be greater than the existing water consumption at the Project Site, it is anticipated that the existing water infrastructure would meet the limited and temporary water demand associated with construction of the Project. Impacts related to the existing water infrastructure due to construction activity would therefore be less than significant.

Development of the Project would require construction of new, on-site water distribution lines to serve the new buildings. Impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution lines below surface and would be limited to on-site water distribution, and minor offsite work associated with connections to the public main. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Furthermore, LADWP would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service.

Additionally, LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gallons per minute (gpm) flowing from 4 hydrants simultaneously for high density residential and commercial neighborhood land uses such as the Project. Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 450 feet. If LAFD were to determine that additional fire hydrants are required during its review of the building design and LAFD requirements, such improvements would be completed as part of the development of the Project either on-site or offsite within the right-of-way under the City's B-Permit process. Furthermore, the demand and installation of new water supply lines and fire hydrants are evaluated and managed by LADWP and LAFD, respectively, under their own independent environmental analysis. Therefore, the construction of new water facilities would not result in significant environmental effects. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Wastewater

Wastewater associated with the Project would be treated by the Hyperion Treatment Plant (HTP). During construction of the Project, workers would utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater system. Therefore, wastewater generation from Project construction activities is not anticipated to cause any increase in wastewater flows.

The development of the Project Site would require construction of new on-site wastewater infrastructure to serve the new buildings, and potential upgrade and/or relocation of existing infrastructure. Impacts associated with wastewater infrastructure would primarily be confined to trenching for miscellaneous utility lines and connections to public infrastructure. Installation of wastewater infrastructure would be limited to on-site wastewater distribution, and minor offsite work associated with connections to the public main. Although no upgrades to the public main are anticipated, minor offsite work along the frontage of the Project Site may be required in order to connect to the public main. All offsite work would be performed in consultation and under the approval of the Bureau of Sanitation. Furthermore, as part of the building permit process, the City will require detailed gauging and evaluation of the wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Project Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation. Therefore, the construction of new wastewater facilities would not result in significant environmental effects. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Stormwater Drainage Facilities

Development of the Project Site would be required to control stormwater runoff with no increase in runoff resulting from the Site, and runoff would continue to discharge to the surrounding stormwater infrastructure and drain to the same stormwater systems. As such, stormwater runoff from the Project Site would not exceed the capacity of the existing or planned stormwater drainage systems and would not be expected to require the construction of new facilities. However, should the City determine improvements to the stormwater drainage system are necessary during the normal permit review process, the Applicant would be responsible for the improvements, and such improvements would be conducted as part of the development of the Project Site either on-site or offsite within the right-of-way, and as such, any related construction activities would be temporary and of short duration. Therefore, the construction of new stormwater drainage facilities would not result in significant environmental effects. Impacts would be less than significant, and no mitigation measures would be required.

Electric Power Facilities

The LADWP would supply electricity to the Project from the existing electrical system. However, development of the Project Site would require an on-site transformation facility and may require

underground line extensions on public streets. All electrical facility installation and connection to the existing system would be done in coordination and under the approval of the LADWP.

Electricity demand during construction would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. Accordingly, it is not expected that the temporary demand for electricity during construction would require new electric power facilities. A summary of electricity consumption is provided in **Table 5.0-10** of *Section 5.6: Energy*.

Through compliance with applicable CALGreen and L.A. Green Building Code requirements, buildout of the Project would result in a projected on-site demand for electricity, totaling 6,440,371 kWh per year. LADWP estimates that electricity consumption within its planning area will be approximately 28,500 GWh (28,500,000,000 kWh) annually by 2026, when the Project would be fully built out.¹¹³ The Project would account for approximately 0.02 percent of the 2027 annual consumption in LADWP's planning area. As such, the Project would account for a negligible portion of the projected annual consumption in LADWP's planning area. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

Natural Gas Facilities

Development of the Project Site will increase the demand for natural gas resources. A summary of the Project's natural gas consumption is provided in **Table 5.0-10** of *Section 5.6: Energy*.

Buildout of the Project and related projects in SoCal Gas' service area is expected to increase natural gas consumption during project construction and operation and, thus, cumulatively increase the need for natural gas supplies and infrastructure capacity. All natural gas facility installation and connection to the existing system would be done in coordination and under the approval of the SoCal Gas. Furthermore, based on the 2020 California Gas Report, the California Energy and Electric Utilities estimates natural gas capacity within SoCal Gas' planning area will be approximately 1,253,775 million cubic feet (MMcf) in 2027 or 1,253,775,000,000 kBTU.¹¹⁴ The Project would result in a demand for natural gas totaling 15,779,545kBTU per year. Development of Project would account for significantly less than 0.01 percent of the 2027 forecasted consumption in SoCalGas's planning area. SoCalGas' forecasts consider projected population growth and development based on local and regional plans. Although future development projects

113 CEC. Demand Analysis Office. "California Energy Demand 2018-2030 Revised Forecast." <https://efiling.energy.ca.gov/getdocument.aspx?tn=223244>. Accessed September 2022.

114 California Gas and Electric Utilities. *2020 California Gas Report*.

would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, during Project construction and operation, 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, and incorporate mitigation measures, as necessary.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, impacts with respect to natural gas infrastructure would be less than significant.

Telecommunication Facilities

Construction-related activities, including grading and excavation, could encroach on telecommunication facilities. However, before construction begins, the Project Applicant would be required to coordinate with applicable regulatory agencies and telecommunication providers to locate and avoid or implement the orderly relocation of telecommunication facilities that need to be removed or relocated. Therefore, the relocation of new telecommunication facilities would not result in significant environmental effects. Furthermore, telecommunication services are provided by private companies, the selection of which is at the discretion of the Applicant and/or the successor on an ongoing basis. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users is determined by providers and is subject to its own environmental review. Accordingly, impacts related to the development of the Project to telecommunication facilities would be less than significant and no mitigation measures would be required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers.

All water installation and connections to the existing system would be done in coordination and under the approval of the LADWP. In addition, the LADWP 2020 Urban Water Management Plan

confirmed that the rate of water use in the City has remained relatively consistent over the previous five years and about the same as in the 1970s despite the fact that over 1.1 million more people now live in Los Angeles. The 2020 Urban Water Management Plan water demand projection for 2045 is approximately 710,500 af/y for average years, 746,000 af/y for single-dry years, and 727,400 af/y for multiple-dry years.¹¹⁵

As shown in **Table 5.0-29: Estimated Sewage Generation**, the Project would consume approximately 81,400 gpd of water which is equivalent to 91.2 af/y. This amount would represent approximately 0.01 percent of the water supply in 2045 in average, single-dry, and multiple-dry years. Water consumption estimates have been prepared based on the City of LA Bureau of Sanitation sewerage generation factors. Furthermore, these projections are considered to be conservative as the Bureau of Sanitation generation rates used to calculate the estimated water consumption for the Project do not account for any water conservation features required by local and State policies and regulations. In accordance with LAMC Sections 122.00 - 122.10 and the City's Green Building Code Section 99.4.304.2, the Project would be required to implement water saving features to reduce the amount of water used by the Project including high efficiency toilet and urinals, low flow showerheads and faucets, draught tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, water-conserving turf, high-efficiency residential and commercial clothes washers, water-saving pool filters, and leak detection systems for pools and Jacuzzis. All fixtures would be required to meet applicable flush volumes and flow rates. In addition, the Project would be prohibited from using single pass cooling systems. The Project would also be required to adhere to the City's Irrigation Guidelines and utilize smart irrigation with automatic sensors to determine when irrigation is needed and when irrigation should be suspended due to rain or wind conditions.

Considering existing sources of supply, coupled with the combined effect of these City efforts to increase available water supplies, it is expected to assure adequate water supplies for the LADWP service area through at least 2045. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand. Therefore, the amount of new annual demand from the Project would be insignificant relative to available supplies through 2045, projected growth in Los Angeles, and planned water resource development by LADWP. Moreover, the addition of 633 dwelling units as a result of the development of the Project would be consistent with Citywide growth, and thereby accounted for in the 2020 UWMP. Thus, the estimated water demand would be within overall General Plan

115 LADWP. 2020 Urban Water Management Plan.

https://wuedata.water.ca.gov/public/uwmp_attachments/9314518570/1.%20LADWP%202020%20UWMP.pdf..
accessed August 2022.

projections and would not require new water supply entitlements and/or require the expansion of existing or construction of new water facilities beyond those already considered in the 2020 UWMP. In addition, LADWP has prepared a Water Supply Assessment (WSA) in accordance with SB610.¹¹⁶ In the WSA, LADWP concluded that there would be adequate water supplies to serve the Project.

Based on the above, sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Accordingly, impacts would be less than significant.

c. 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 existing commitments?

Less than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Construction

The Project would require construction of new on-site infrastructure to serve the new buildings. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for connections to public infrastructure. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main. No upgrades to the public main are anticipated. A Construction Management Plan would be implemented to reduce any temporary pedestrian and traffic impacts. The contractor would implement the Construction Management Plan, which would ensure safe pedestrian access and vehicle travel and emergency vehicle access throughout the construction phase. Overall, when considering impacts resulting from the installation of any required wastewater infrastructure, all impacts are of a relatively short-term duration (i.e., months) and would cease to occur once the installation is complete. Therefore, impacts on wastewater associated with construction activities would be less than significant.

Operation

Estimated sewer flows were based on the sewer generation factors for the uses proposed for the Project. Based on the type of uses and generation factors, the Project would generate approximately 81,400 gallons per day (gpd) of wastewater. Wastewater generation estimates have been prepared based on the City of LA Bureau of Sanitation sewerage generation factors

¹¹⁶ The Water Supply Assessment (WSA) is included as **Appendix J** of this document.

for residential and commercial categories, and are summarized in Table XIX-1: Estimated Sewage Generation below.

**TABLE 5.0-29
ESTIMATED SEWAGE GENERATION**

Land Use	Consumption Rate (gpd/unit) ^a	Quantity	Total Demand (gpd)
Residential Units			
Studio	75	11 Units	825
One-Bedroom	110	503 Units	55,330
Two-Bedroom	150	119 Units	17,850
Office Space	0.12	44,778 sq ft	5,375
Commercial Space	0.03	67,328 sq ft	2,020
Total Forecasted Demand:			81,400

^a based on City of Los Angeles 2012 sewerage generation factors.

The existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (consisting of 450 mgd at the Hyperion Treatment Plant, 80 mgd at the Donald C. Tillman Water Reclamation Plant, Reclamation Plant, and 20 mgd at the Los Angeles–Glendale Water Reclamation Plant).¹¹⁷ As such, the Project's estimated generation is equal to approximately 0.01 percent of the Hyperion Treatment Plant's capacity where wastewater for the Project would be treated. Consequently, impacts on wastewater treatment capacity are less than significant.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. A significant impact could occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling

¹¹⁷ City of Los Angeles, Department of Public Works, Bureau of Sanitation. "Water Reclamation Plants." https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=oeplwklid_4&_afLoop=28344654751341747#!. Accessed September 2022.

Element (SRRE) or its updates, the Solid Waste Management Policy Plan ((SWMPP), or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

In response to reduced landfill capacities, the State of California passed Assembly Bill (AB) 939, the California Integrated Waste Management Act, in 1989. This legislation requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. AB 939 also established the California Integrated Waste Management Board (CIWMB), the State agency designated to oversee, manage, and track California's solid waste generation each year. AB 939 requires jurisdictions to maintain 50 percent waste diversion. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible." AB 939 requires jurisdictions to utilize "integrated waste management," which includes a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill.

It is unknown at this time which landfill location will be used. However, the County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.

Based on the 2020 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total amount of solid waste disposed of at in-county Class III landfills, transformation facilities, and exports to out-of-County landfills was approximately 11 million tons in 2020. The total remaining permitted Class III landfill capacity in the County is estimated at 142.67 million tons, with a total estimated daily disposal rate of 19,723 tons per day, and the remaining lifespan of each landfill ranges from 8 to 35 years. In addition, the permitted

inert waste landfill serving the County is Azusa Land Reclamation. This facility has 64.64 million tons of remaining capacity and an average daily in-County disposal rate of 1,032 tons per day.

Nine Class III landfills and one inert waste landfill with solid waste facility permits are currently serving the County.¹¹⁸ In addition, there is one solid waste transformation facility within Los Angeles County that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery. Based on the 2020 CoIWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity through the year 2035 will exceed the remaining permitted Class III landfill capacity. Therefore, the 2020 CoIWMP Annual Report evaluates seven scenarios to increase capacity and determined the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with existing capacity under six of the seven scenarios. The 2020 CoIWMP Annual Report concludes that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out-of-county disposal, including waste by rail.

The City of Los Angeles is currently diverting 76.4 percent of its waste from landfills.¹¹⁹ The City has adopted the goal of achieving 90 percent diversion by 2025, and zero waste by 2030.¹²⁰ To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.

Construction of the Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility. Given that the Project Site is currently two surface parking lots with existing buildings, and that subterranean levels are planned, the amount of debris expected to be removed, in addition to the net generation during the life of the Project, could have potentially significant impacts.

118 County of Los Angeles. Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2020 Annual Report*. October 2022. The nine Class III landfills serving the County include the Antelope Valley Landfill, the Burbank Landfill, the Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, Savage Canyon Landfill, the Scholl Canyon Landfill, and the Sunshine Canyon City and County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

119 Los Angeles Sanitation (LASAN). "Recycling." www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=alxb kb91s_4&_afLoop=18850686489149411#!. Accessed October 18, 2022.

120 City of Los Angeles. *Solid Waste Integrated Resource Plan*. <https://www.lacitysan.org/>. Accessed October 18, 2022.

As shown in **Table 5.0-30: Project Solid Waste Generation**, development of the Project would generate an estimated increase of approximately 3,205 pounds per day of solid waste. This estimate is conservative because it does not factor in any recycling or waste diversion programs. The permitted County landfills have adequate capacity to accommodate the increase in solid waste generated from the Project. Therefore, solid waste impacts would be less than significant.

**TABLE 5.0-30
PROJECT SOLID WASTE GENERATION**

Type of Use	Size	Waste Generation Rate ^a (lb./unit/day)	Total Solid Waste Generated (lb./day)
Residential	633 du	4 lb./dwelling unit/day	2,532 lb./day
Retail/Restaurant	42,404 sq. ft.	0.006 lb./sq. ft./day	254 lb./day
Office	30,488 sq. ft.	0.006 lb./sq. ft./day	183 lb./day
Total			2,969 lb./day
<i>Existing Retail/Restaurant</i>	<i>24,924 sq. ft.</i>	<i>0.006 lb./sq. ft./day</i>	<i>150 lb./day</i>
<i>Existing Office</i>	<i>14,290 sq. ft.</i>	<i>0.006 lb./sq. ft./day</i>	<i>86 lb./day</i>
Net Total			3,205 lb./day

Notes:

^a CalRecycle, "Estimated Solid Waste Generation Rates" (2019), <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The development of the Project would generate solid waste that is typical of a residential mixed-use building. Solid waste generated by the Project would be handled by private waste collection services. Private waste haulers operating with the City of Los Angeles must obtain an AB 939 Compliance Permit, indicating compliance with applicable regulations related to solid waste.¹²¹ Compliance indicate that impacts would be less than significant.

¹²¹ LASAN. "Waste Hauler Permit Program." https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c/s-lsh-wwd-s-c-whp?_afzLoop=12832845686409439&_afzWindowMode=0&_afzWindowId=null&_adf.ctrl-state=pzm7lezn4_1#!%40%40%3F_afzWindowId%3Dnull%26_afzLoop%3D12832845686409439%26_afzWindowMode%3D0%26_adf.ctrl-state%3Dpzm7lezn4_5. Accessed September 2022.

Cumulative Impacts

Water Supply

Implementation of the Project would increase demand for water services provided by the City's water supply system. Through its UWMP, LADWP anticipates its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's RTP and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Future development projects within the service area of LADWP are subject to the locally mandated water conservation programs, and citywide water conservation efforts are also expected to partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service.

Additionally, the LADWP's Action Plan strategizes for the implementation of water conservation measures and water recycling to promote a reliable future water supply. The City plans to meet all future increases in water demand through water conservation and recycling efforts, thereby decreasing its reliance on imported water. Further, the MWD's current Integrated Resources Plan aims to outline a strategy for reliable future water supplies through 2030. Successful implementation of the Integrated Resources Plan has resulted in reliable supplemental water supplies for the City from the MWD. Finally, State Water Code Section 350-354 regulates water distribution during periods of extreme drought, ensuring that when the distributor of a public water supply declares a water shortage emergency within its service area, water will be allocated to meet domestic, sanitation, and fire protection needs

For these reasons, cumulative impacts related to water supply would be less than significant.

Wastewater

A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The development of the two Projects would not cause of significant impact on wastewater. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, cumulative impacts would be less than significant.

Stormwater

Development of the Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already urbanized area of Los Angeles and could further increase regional demands on stormwater facilities. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new stormwater drainage facilities. As discussed earlier, stormwater on both Sites would be collected on the respective site, retained, and treated in compliance with Article 4.4 of Chapter VI of the LAMC, and directed towards existing storm drains. As a result of the requirements under Article 4.4 of Chapter VI of the LAMC, the amount of peak stormwater flows from new development would decrease as compared to older sites that were improved prior to the requirement to retain the first $\frac{3}{4}$ inches of rainfall during storm events or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.

The contribution of the Project to cumulative impacts with respect to stormwater as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Solid Waste

A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or impair the attainment of solid waste reduction goals. The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.

The contribution of the Project to cumulative impacts with respect to solid waste as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Electricity

As with the Project, during construction and operation, other future related projects would be expected to incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2022 Title 24 standards

and CALGreen code, the City of Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), and incorporate mitigation measures, as necessary. In addition, electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As stated in LADWP's 2017 Power Strategic Long-Term Resource Plan, LADWP will continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. The Power Strategic Long-Term Resource Plan considers future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements. Like the Project, related projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet their respective needs. Project Applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area.

The contribution of the Project to cumulative impacts with respect to electricity plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Natural Gas

As with the Project, future related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the 2022 Title 24 standards and CALGreen code, the City of Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), and incorporate mitigation measures, as necessary. In addition, natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary, to meet demand increases within its service area. Related projects within its service area also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate.

The Project's contribution to cumulative impacts with respect to natural gas plans as well as infrastructure would not be cumulatively considerable and cumulative impacts would be less than significant.

Telecommunications

Telecommunications are regulated by the Federal Communications Commission (FCC) and the California Public Utilities Commission (CPUC). Each of the related projects would be reviewed by the City to identify necessary new facilities and service connections to meet their respective needs.

The Project's contribution to cumulative impacts with respect to telecommunications as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No utilities and service systems mitigation measures were identified.

Hollywood Community Plan EIR:

No utilities and service systems mitigation measures were identified.

Hollywood Community Plan Update EIR:

No utilities and service systems mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.20 Wildfire

If located in or near State responsibility areas or lands classified as very high fire hazard zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project is not located in or near State Responsibility Areas of lands classified as Very High Fire Hazard Severity Zones.^{122,123} Furthermore, the Project would not impair an adopted emergency response plan or emergency evacuation plan. As such, there would be no impact in substantially impairing an adopted emergency response plan or emergency evacuation plan from construction or operation of the Project.

b. Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project is located on relatively flat land and would not change or exacerbate current risks of wildfire or pollutant concentrations from a wildfire to Project occupants. Additionally, the Project is not located in or near any City or State responsibility areas of lands classified as Very High Fire Hazard Severity Zones.^{124,125} As such, there would be no impact from construction due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and

122 CalFire. "State Responsibility Area (SRA) Viewer." <https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer>. Accessed September 2022.

123 Los Angeles Fire Department (LAFD). "Fire Zone Map." <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>. Accessed September 2022.

124 CalFire. "SRA Viewer."

125 LAFD. "Fire Zone Map."

thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project is not located in or near any City or State responsibility areas of lands classified as Very High Fire Hazard Severity Zones.^{126,127} The Project will not require the installation of infrastructure that may exacerbate fire risk. Project operation would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate access to evacuation routes and emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the LAFD. Therefore, no impact would occur.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project is not located in or near any City or State responsibility areas of lands classified as Very High Fire Hazard Severity Zones.^{128,129} As previously discussed in sections **IX. Hazards and Hazardous Materials** and **X. Hydrology and Water Quality** the Project is not located near a potential flooding, landslide area, or would result in potential drainage changes. As such, Project construction and operation would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and therefore no impact would occur.

Cumulative Impacts

The surrounding area does not contain any wildland features, and are not located in Very High Fire Hazard Severity Zones.^{130,131} As such, the related projects would have no cumulative wildfire impacts. Additionally, any related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to fire and seismic hazards. All related projects would be subject to review by the LAFD for compliance with Fire Code and

126 CalFire. "SRA Viewer."
 127 LAFD. "Fire Zone Map."
 128 CalFire. "SRA Viewer."
 129 LAFD. "Fire Zone Map."
 130 CalFire. "SRA Viewer."
 131 LAFD. "Fire Zone Map."

Building Code regulations related to emergency response, emergency access, and fire safety. Based on the above considerations, the Project would not result in a cumulatively considerable contribution to cumulative impacts associated with wildfires.

Mitigation Measures

Incorporation of Prior Mitigation

As discussed in **Section 3.0** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). The following mitigation measures from prior applicable EIRs incorporated into the Project will further reduce the less than significant impacts of the Project.

SCAG 2020–2045 RTP/SCS Program EIR:

No wildfire mitigation measures were identified.

Hollywood Community Plan EIR:

No wildfire mitigation measures were identified.

Hollywood Community Plan Update EIR:

No wildfire mitigation measures were identified.

Project Mitigation

No additional project-specific mitigation measures are necessary.

Impacts After Mitigation

No prior mitigation measures were identified, and no project specific mitigations are proposed for the Project.

5.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. A significant impact may occur only if the Project would have an identified potentially significant impact on fish or wildlife species, including habitat and population, on a plant or animal community, including elimination of such communities or reduction or restriction of the range of a rare or endangered plant or animal, or historical, archeological, or paleontological resources.

As discussed in *Section 5.4: Biological Resources*, the Project is in an urbanized area that is not located in a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan that would apply to the Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area.

However, the Project Site does include trees that could provide nesting sites for migratory birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Wildlife Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds. Project implementation would result in the removal of some of the existing trees on the Project Site and adjacent ROW. Therefore, the Project would comply with the MBTA. As such, impacts related to disturbance to nesting birds would be reduced to less than significant.

As discussed in *Section 5.5: Cultural Resources*, there are historical resources on and adjacent to the Project Site. Alterations made to existing historical resources would not eliminate important examples of the major periods of California history or prehistory.

Since Project-related excavation is expected to extend to depths of approximately 41 feet below existing surface, paleontological resources could be discovered and result in a potentially significant impacts to paleontological resources. Through SCAG RTP/SCS Program EIR Mitigation Measure **MM GEO-2**, construction phase procedures would be implemented in the event any unknown paleontological resources are discovered during grading and excavation activities.

Based on the preceding analysis in *Section 5.7: Geology and Soils*, impacts to paleontological resources would be less than significant with mitigation. The Project will not degrade the quality of the environment, reduce, or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts from the Project will be less than significant with mitigation.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact with Mitigation Incorporated. A significant impact may occur if the Project, in conjunction with the other 49 related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, cumulative impacts would be less than significant. With regard to cumulative construction-noise in *Section 5.13: Noise*, only related projects and growth in the general area of the Project sites would contribute to cumulative noise impacts. Cumulative construction-noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute

to the local ambient noise environment. As discussed previously, the nearest sensitive receptors to Site 1 include adjacent residential uses to the south along Cherokee Avenue. The nearest sensitive receptors to Site 2 adjacent school uses to the south along Cherokee Avenue. With implementation of **Mitigation Measures MM NOISE-1 and MM NOISE-2**, construction impacts would be reduced to less than significant. It is expected that, as with the Project, the related projects would implement best management practices, which would minimize any noise-related nuisances during construction. Therefore, the combined construction-noise impacts of the related projects and the Project's contribution would not cause a significant cumulative impact.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated. For the purpose of this SCEA, a significant impact may occur if a project has the potential to result in significant impacts. Based on the preceding environmental analysis, including in **Sections II: Air Quality, VII: Geology and Soils** and **XIII: Noise** the Project would not have significant adverse effects on human beings, either directly or indirectly. Any potentially significant impacts to humans would be reduced to less than significant through the implementation of the applicable mitigation measures identified within this SCEA analysis.

6.0 MITIGATION MONITORING PROGRAM

6.1 Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code (PRC) Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Sustainable Communities Environmental Assessment (SCEA) has been prepared to address the potential environmental impacts of the Project. Pursuant to PRC 21155.2.(a), the evaluation of the Project’s impacts in the SCEA incorporates all feasible mitigation measures from prior applicable environmental impact reports, takes into consideration the project design features (PDF) and applies project specific mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

6.2 Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- **Enforcement Agency:** the agency with the power to enforce the PDF or MM.
- **Monitoring Agency:** the agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Monitoring Phase:** the phase of the Project during which the PDF or MM shall be monitored.

- **Monitoring Frequency:** the frequency at which the PDF or MM shall be monitored.
- **Action Indicating Compliance:** the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

6.3 Administrative Procedures and Enforcement

This MMP shall be enforced throughout all stages of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction stage and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

6.4 Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find

substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of additional environmental clearance documents, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

6.5 Mitigation Monitoring Program

Project Mitigation

The following Project-specific mitigation measures would be incorporated into the Project.

MM-NOI-1 Construction Noise Control Strategies

The Project contractor(s) shall employ state-of-the-art source control techniques that can include: (1) muffler requirements, (2) maintenance and operational requirements, and (3) noise attenuation methods. These control techniques, listed below, can be used separately or in combination in order to achieve the desired results. Specifically, the Project Contractor(s) shall:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards, capable of reducing noise by 10 dBA or more. For example, absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for heavy duty equipment.
- Modify equipment such as dampening of metal surfaces or a redesign of a particular piece of equipment is effective in reduction noise due to vibration. Noise reductions of up to 5 dBA can be achieved using dampening materials.
- Use equipment noise shielding such as sound skins or sound aprons that can achieve noise reductions of up to 10 dBA.

- Install temporary noise barriers along perimeter of area under construction area that can achieve approximately 1.5 dB of additional noise level reduction for each one (1) meter (3.3 feet) of barrier height.
- Limit the number of noise-generating heavy-duty construction equipment (e.g., dozers, rollers, tractors, etc.) within 50 feet of the nearest sensitive receptor to two (2) pieces operating simultaneously to reduce noise levels by approximately 5 dBA.
- 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.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.

Enforcement Agency	Los Angeles Department of City Planning
Monitoring Agency	Los Angeles Department of Building and Safety
Monitoring Phase	Construction
Monitoring Frequency	Periodic field inspections
Action Indicating Compliance	Issuance of demolition or grading permit; Field inspection sign-off

MM-NOI-2 Vibration Control Plan

Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, the applicant or the project general contractor shall retain a qualified structural engineer to prepare a vibration control plan to be implemented by project contractor(s). The vibration control plan shall be submitted to and approved by the City of Los Angeles Department of Building and Safety. The vibration control plan shall include:

- A pre-construction survey letter establishing baseline conditions at potentially affected structures identified as historic resource in *Hollywood Central Historic Resources Technical Report* (Historic Resources Group, August 2022);
- Setback “buffer” zones around potentially affected structures identified as historic resource to the following specifications:
 - minimum of 10-feet for use of “Jackhammers”

6.0 Mitigation and Monitoring Program

- minimum of 15 feet of the location of “Loaded Trucks”
- minimum of 20 feet for large earthmoving vehicles that are the vibration equivalent of the FTA’s “Large Bulldozer” and “Caisson Drilling” vibration reference equipment
- minimum of 35 feet for the use of “Vibratory Roller”.
- A vibration monitoring program capable of recording and documenting construction-related ground vibration levels during the course of construction.

In the event vibration monitoring identifies vibration levels at one of the potentially affected structures to be greater than the threshold level [0.12 inch/second (PPV)], the contractor shall halt construction activities in the vicinity of the structure and visually inspect that structure for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide and implement feasible steps to reduce the vibration level to less than threshold level [0.12 inch/second (PPV)]. Construction activities may then restart once the vibration level is re-measured and below the threshold level.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to any impacted historic resources (as identified in *Hollywood Central Historic Resources Technical Report* (Historic Resources Group, August 2022)). The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior’s Standards and with applicable codes including the California Historical Building Code (Part 8 of Title 24).

Enforcement Agency	Los Angeles Department of City Planning
Monitoring Agency	Los Angeles Department of Building and Safety
Monitoring Phase	Construction
Monitoring Frequency	Periodic field inspections
Action Indicating Compliance	Issuance of demolition or grading permit; Field inspection sign-off

Incorporation of Mitigation from other applicable EIRS

PRC Section 21155.2 requires that all mitigation measures from prior applicable environmental impact reports (EIRs) be incorporated into the Project.

SCAG 2020–2045 RTP/SCS Program EIR

PMM NOI-1 and **PMM NOI-2** from the Program EIR for Southern California Association of Government's (SCAG) *2020–2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)* would be incorporated through the Project-specific **MM NOI-1** and **MM NOI-2** identified above. In addition, the following mitigation measure has been identified to be incorporated into the Project.

PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.
- b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
- c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.
- d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:

6.0 Mitigation and Monitoring Program

1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.
- e) Avoid routes and project designs that would permanently alter unique geological features.
 - f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
 - g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.
 - h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

Enforcement Agency	Los Angeles Department of City Planning
Monitoring Agency	Los Angeles Department of Building and Safety
Monitoring Phase	Ground disturbance
Monitoring Frequency	Periodic field inspections
Action Indicating Compliance	Issuance of building permits

Hollywood Community Plan Update EIR

Should the *Hollywood Community Plan Update EIR* be certified, the following mitigation measure shall be incorporated into the Project:

PMM-CR7: For all discretionary projects or projects in a CPIO District Subarea where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified Tribal Monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.

Enforcement Agency	Los Angeles Department of City Planning
Monitoring Agency	Qualified Tribal Monitor
Monitoring Phase	Site preparation and excavation
Monitoring Frequency	During ground-disturbing activity
Action Indicating Compliance	Issuance of building permits