City of Los Angeles

Department of City Planning
City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

5600 Franklin Avenue Project

Hollywood Community Plan Area

Case Number: ENV-2020-3838-SCEA; DIR-2020-3837-TOC-SPP-HCA

Project Location: 5600-5616 W. Franklin Avenue and 1857-1859 N. Garfield Place, Los Angeles, CA, 90028

Council District: 13 – Hugo Soto-Martinez

Project Description: The Proposed Project includes the demolition of an auto service center and four-unit multi-family residential building and the new construction of a 44,366 square foot multi-family residential project with 41 dwelling units. The resulting floor area ratio is 3.24:1. The Project proposes four-stories above grade with one level of subterranean parking with a maximum height of 67 feet above grade. The unit mix would include 34 one-bedroom units and 7 studio units. Of the 41 dwelling units, 5 units would be reserved for habitation by Extremely Low Income households. Vehicular access to the proposed building would be provided via a full-access driveway on Garfield Place. The Project would provide a total of 41 vehicle parking spaces and 21 bicycle parking spaces. Approximately 3,273 square feet of open space and amenity areas would be provided.

The Applicant is requesting the following discretionary actions: (1) Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, three base incentives: (i) a density increase of up to 70 percent to allow a maximum of 41 units; (ii) an 8 percent increase in FAR to allow a maximum FAR of 3.24:1; and (iii) a vehicle parking requirement of 0.5 spaces per bedroom; and three additional incentives: (i) a 3-foot increase in height to permit 67 feet of maximum transitional building height in lieu of the maximum 64 feet otherwise permitted in Subarea A of the Vermont/Western SNAP Specific Plan and a 22-foot increase in height to permit 67 feet of maximum building height in lieu of the maximum 45 feet otherwise permitted per the underlying zone; (ii) a 25 percent reduction of required open space to permit 3,273 square feet of open space in lieu of the otherwise required 4,100 square feet of open space; and (iii) a side yard setback reduction of 30 percent to allow a 5-foot side yard in lieu of the required 7-foot side yard. The Proposed Project would also require approvals and permits from the City of Los Angeles (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

APPLICANT:	PREPARED BY:	PREPARED FOR:
162-166 Douglas, LLC	Parker Environmental Consultants, LLC	City of Los Angeles Department of City Planning 200 N. Spring Street, Room 621 Los Angeles, CA 90012

August 2023

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Section 1. Introduction

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

A. Purpose of Environmental Review

CEQA was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration, a Mitigated Negative Declaration or a SCEA, if the project meets the criteria identified in PRC § 21155.

An application for the Project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Proposed Project is subject to CEQA, and the preparation of a SCEA is required.

B. Background Information on 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 in order to help meet the State's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations (MPOs) incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 provides various 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 MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On September 3, 2020, SCAG's Regional Council approved and adopted the Connect SoCal plan (2020–2045 RTP/SCS) which sets forth goals, policies, and programs intended to reduce greenhouse gas emissions, improve active transportation, and promote development near existing transportation networks. The Connect SoCal Plan is a long-range visioning plan that

builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern within the SCAG region, including achieving CARB's GHG reduction goals. For the SCAG region, CARB 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 RTP/SCS. Acting as Lead Agency, the City of Los Angeles Department of City Planning required preparation of this SCEA to consider the potential project-specific and cumulative environmental impacts of the Proposed Project. This SCEA includes the same substantive environmental analysis as provided in an Initial Study/Mitigated Negative Declaration (IS/MND), but also includes additional discussion and analysis demonstrating that the Proposed Project meets the criteria for a Transit Priority Project (TPP) that qualifies for CEQA streamlining under SB 375.

C. Transit Priority Project (TPP) Criteria

SB 375 provides CEQA streamlining benefits to qualifying TPPs. For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC § 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.

D. 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 (i.e., SCAG's 2020-2045 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. 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, 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 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.

E. Required Findings

Based on the review of the entire administrative record, the City of Los Angeles finds that preparation of a SCEA in accordance with PRC Section 21155.2(b) is appropriate for the 5600 Franklin Avenue Project (Proposed Project) for the following reasons:

1. The Proposed 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 Proposed Project qualifies as a TPP pursuant to Public Resources Code Section 21155(b);

4. The Proposed Project is a residential mixed-use project as defined by Public Resources Code Section 21159.28(d);

5. The Proposed Project, as mitigated, incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports, including SCAG's RTP/SCS Program Environmental Impact Report;

6. All potentially significant or significant effects required to be identified and analyzed pursuant to the CEQA have been identified and analyzed in an initial study; and

7. The Proposed Project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the Proposed Project required to be analyzed pursuant to CEQA.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

F. Organization of the SCEA

This SCEA is organized into six sections as follows:

Section 1. Introduction: This section provides an overview of the SCEA and CEQA process.

Section 1.1 Executive Summary: The Executive Summary provides Project information, identifies key areas of environmental concern, and includes a determination of whether the project may have a significant effect on the environment.

Section 2. Project Description: This section provides a detailed description of the Project Site location, the existing environmental setting and the Proposed Project, including details involving the proposed land uses, developed floor area, building height, vehicle parking, bicycle parking, open space areas, landscaping, signage, constriction activities, and the associated land use entitlement requests.

Section 3. SCEA Criteria and Transit Priority Project Consistency Analysis and Connect SoCal (2020-2045 RTP/SCS) Program EIR Mitigation Measures: This section identifies the Transit Priority Project criteria and provides an analysis of the Proposed Project's consistency with the

applicable mitigation measures, performance standards, and criteria from the Connect SoCal (2020-2045 RTP/SCS) Program EIR.

Section 4. Initial Study Checklist and Environmental Analysis: Each environmental issue identified in the SCEA Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects mitigation measures are provided to reduce such impacts to a less than significant level. This section also identifies mitigation measures from the Connect SoCal EIR that are applicable to the Proposed Project.

Section 5. Mitigation Monitoring Program: This section incorporates the Mitigation Monitoring Program (MMP), which has been prepared pursuant to Public Resources Code Section 21081.6 and Section 15097 of the State CEQA guidelines.

Section 6. Preparers and Persons Consulted: This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the SCEA.

Section 7. References, Acronyms and Abbreviations: This section provides a list of reference materials and identifies commonly used acronyms and abbreviations that are used throughout the document.

Appendices: This section includes various reference documents, technical reports, and information used in the SCEA.

1.1 Executive Summary

PROJECT TITLE:	**5600 Franklin Avenue Project**
ENVIRONMENTAL CASE NUMBER:	ENV-2020-3838-SCEA
RELATED CASES:	DIR-2020-3837-TOC-SPP-HCA

PROJECT LOCATION:	**5600-5616 W. Franklin Avenue and 1857-1859 N. Garfield Place, Los Angeles, CA 90028**
COMMUNITY PLAN AREA:	Hollywood
GENERAL PLAN DESIGNATION:	Medium Residential
ZONING:	R3-1
COUNCIL DISTRICT:	13 – Hugo Soto-Martinez

LEAD CITY AGENCY:	**City of Los Angeles**
DEPARTMENT:	Department of City Planning
STAFF CONTACT:	Danalynn Dominguez
ADDRESS:	200 N. Spring Street, Room 621 Los Angeles CA 90012
PHONE NUMBER:	(213) 978-1340
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APPLICANT:	**162-166 Douglas, LLC**
ADDRESS:	9201 Wilshire Boulevard, Suite 202 Beverly Hills, CA 90210
PHONE NUMBER:	(310) 276-7705

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☒ Hazards and Hazardous Material	☐ Recreation
☐ Air Quality	☐ Hydrology and Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use and Planning	☒ Tribal
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance

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) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Danalynn Dominguez, City Planner	9/13/2023
PRINTED NAME, TITLE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Section 2. Project Description

A. Project Summary

The Proposed Project includes the demolition of an auto service center and four-unit multi-family residential building and the new construction of a 44,366 square foot multi-family residential project with 41 dwelling units with a floor area ratio of 3.24:1. The Project proposes four-stories above grade with one level of subterranean parking with a maximum height of 67 feet above grade. The unit mix would include 34 one-bedroom units and 7 studio units. Of the 41 dwelling units, 5 units would be reserved for habitation by Extremely Low Income households. Vehicular access to the proposed building would be provided by one full-access driveway via Garfield Place. The Project would provide a total of 41 vehicle parking spaces and 21 bicycle parking spaces. Approximately 3,273 square feet of open space and amenity areas would be provided.

The Applicant is requesting the following discretionary actions: (1) Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, three base incentives: (i) a density increase of up to 70 percent to allow a maximum of 41 units; (ii) an 8 percent increase in FAR to allow a maximum FAR of 3.24:1; and (iii) a vehicle parking requirement of 0.5 spaces per bedroom; and three additional incentives: (i) a 3-foot increase in height to permit 67 feet and 7 ¼ inches of maximum transitional building height in lieu of the maximum 64 feet and 7 ¼ inches otherwise permitted in Subarea A of the Vermont/Western SNAP Specific Plan and a 22-foot increase in height to permit 67 feet of maximum building height in lieu of the maximum 45 feet otherwise permitted per the underlying zone; (ii) a 25 percent reduction of required open space to permit 3,273 square feet of open space in lieu of the otherwise required 4,100 square feet of open space; and (iii) a side yard setback reduction of 30 percent to allow a 5-foot side yard in lieu of the required 7-foot side yard. The Proposed Project would also require approvals and permits from the City of Los Angeles (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

B. Environmental Setting

1. Project Location

The Project Site is located in the Hollywood Community within the City of Los Angeles of the greater Los Angeles region, as depicted in Figure 2.1, Project Location Map. The Project Site includes one parcel with approximately 18,999 square feet of lot area (0.43 acres). The Project Site's Assessor's Parcel Number (APN) is 5544-003-021. The Project Site is generally bound by Franklin Avenue to the north, Garfield Place to the east, multi-family residential to the west, and vacant lot and multi-family residential to the south.

Regional vehicular access to the Project Site is provided primarily by the Hollywood Freeway (US-101). The Hollywood Freeway (US-101) runs in a north-south direction and is located approximately 0.8 mile west of the Project Site. Local street access is provided by a comprehensive grid roadway system of surface streets surrounding the Project Site. Franklin Avenue, which borders the Project Site to the north, is a two-way street providing two travel lanes in each direction. Franklin Avenue is classified as a Modified Avenue II roadway in the City's Mobility Plan 2035. Garfield Place, which borders the Project Site to the east, is a two-way street providing one travel lane in each direction, with on-street parking generally provided in off-peak periods with some restrictions. Garfield Place is classified as a Local Street in the City's Mobility Plan 2035. Other major arterial roadways providing access to the Project Site include Hollywood Boulevard, Wilton Place, and Western Avenue. Hollywood Boulevard is located approximately 0.2 mile south of the Project Site and is classified as an Avenue I roadway in the City's Mobility Plan. Wilton Place is located approximately 650 feet west of the Project Site and is classified as a Modified Avenue III in the City's Mobility Plan. Western Avenue is located approximately 500 feet east of the Project Site and is classified as a Modified Avenue I in the City's Mobility Plan.

Table 2.1
Summary of Project Site

Address	APN	Existing Land Use	Existing Building Area	Total Lot Area
5600 W. Franklin Avenue 5610 W. Franklin Avenue 5612 W. Franklin Avenue 5614 W. Franklin Avenue 5616 W. Franklin Avenue 1859 N. Garfield Place 1857 N. Garfield Place	5544-003-021	Auto service center and multi-family residential building	Residential (3,888 sf) Auto Center (2,168 sf)	18,999 sf
		Total	**6,056 sf**	**18,999 sf**

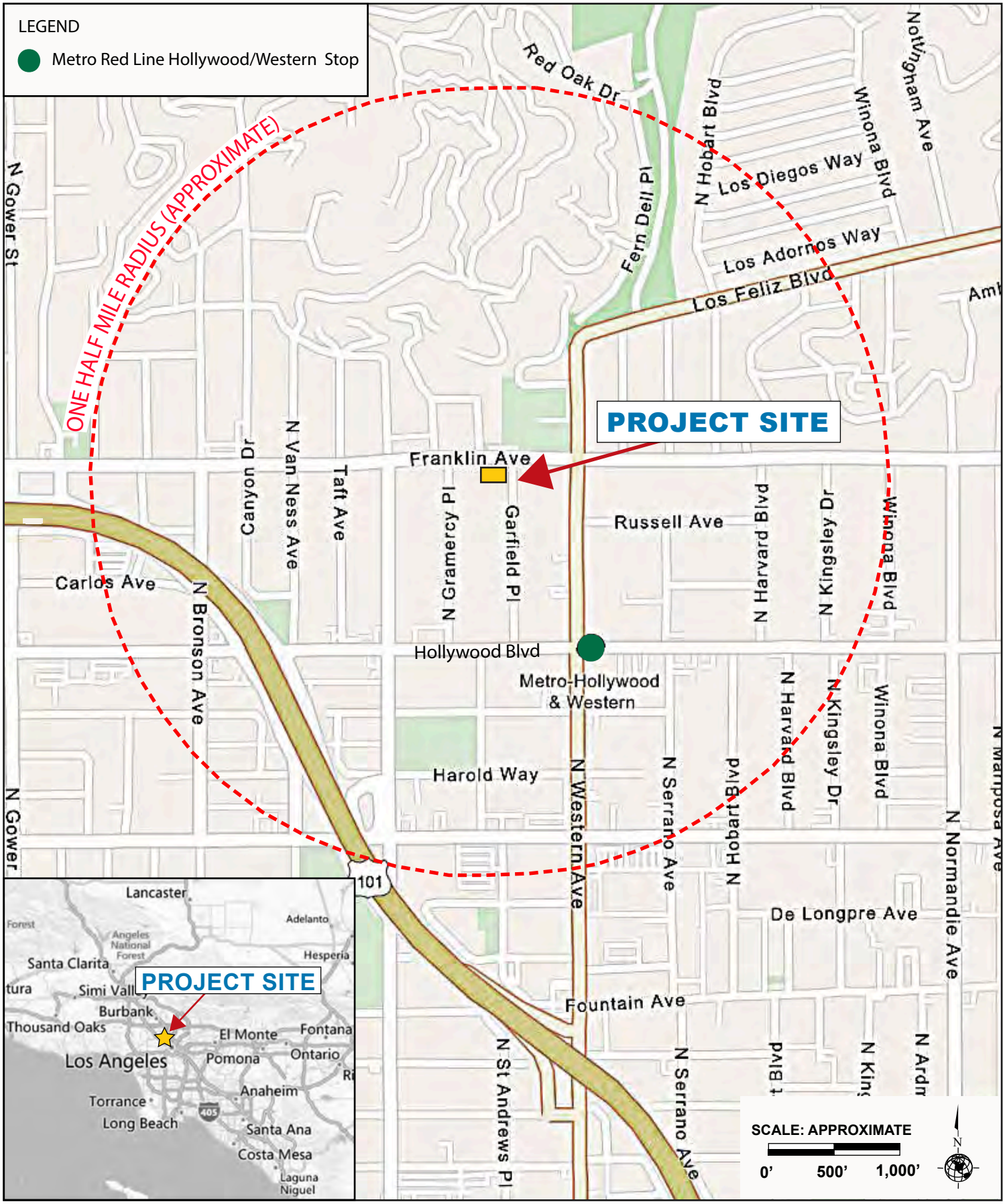
Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed March 2022.

High Quality Transit Area

As described above, SB 375 provides streamlining benefits for projects located within one-half mile of a Major Transit Stop[1] or High Quality Transit Corridor.[2] For purposes of identifying such locations, SCAG utilizes the term "High Quality Transit Areas." The Project Site meets the criteria of a HQTA.

[1] *Public Resources Code 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."*

[2] *Public Resources Code Section 21155(b) defines "High Quality Transit Corridor" as "a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.*



Source: ArcGIS, 2020.

Figure 2.1
Project Location Map

The roadways adjacent to the Project Site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT DASH and Commuter Express. The Project Site's proximity to the Hollywood/Western Station, located approximately 0.3 mile (walking distance) of the Project Site, provides rail opportunities to the Metro Red Line, and numerous bus routes served by Metro, LADOT, and municipal bus operators. The bus lines within a "reasonable walking distance" (approximately one-quarter mile) of the Project include (Metro local 180, 181, 207, and Metro Rapid 757 and 780). The LADOT DASH line (DASH Hollywood) runs along Franklin Avenue, with the nearest bus stop located at the intersection of Western Avenue and Franklin Avenue. Due to its proximity to the aforementioned bus stops and Hollywood/Western Station, the Project Site is located within a HQTA.

Transit Priority Area

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an Infill Site[3] within a Transit Priority Area shall not be considered significant impacts on the environment." Public Resources Code Section 21099(a)(7) defines a "Transit Priority Area" as an area within one-half mile of a Major Transit Stop (i.e., Hollywood/Western Station) 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." Public Resources Code 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." Public Resources Code Section 21061.3 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. As state law, SB 743 supersedes the aesthetic impact thresholds in the *CEQA Thresholds Guide*, including those established for aesthetics, obstruction of views, shading,[4] and nighttime illumination.

The Project Site is designated as a "Transit Priority Area" as identified in the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to

[3] *Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed with qualified urban uses, 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.*

[4] *CEQA Guidelines Appendix G, which includes a comprehensive list of environmental topics under CEQA, does not expressly list shade and shadow impacts. The L.A. CEQA Thresholds Guide, however, considers shade and shadow impacts to be a type of aesthetic visual character impact under question 1c of Appendix G. The City has issued ZI No. 2452, confirming that SB 743 applies to a project's aesthetic impacts, including shade and shadow impacts.*

Aesthetics and Parking within TPAs Pursuant to CEQA.[5] The Project Site is served by one nearby Metro Station within a half-mile: the Hollywood/Western Station which serves the Metro Red Line, located approximately 0.3 mile (walking distance) of the Project Site. The Metro Red Line is a subterranean railway that runs between Downtown Los Angeles and North Hollywood. This station provides frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. The Project Site is currently served by a total of six local and inner-city transit operators within approximately one-quarter mile of the Project Site, which include Metro and the LADOT Downtown Area Shuttle (DASH). The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Hollywood area and in particular along Western Avenue and Hollywood Boulevard. Therefore, the Project Site is also located within ½ mile of numerous bus routes and stops with peak commute service intervals of 15 minutes or less. As such, the Proposed Project is highly connected and provides accessibility for persons who choose not to drive or do not have access to a vehicle.

2. Existing Conditions

Zoning

Figure 2.2, Zoning and General Plan Land Use Designations, shows the existing zoning and land use designation on the Project Site and the surrounding area. The Project Site is currently zoned R3-1 with a General Plan land use designation of “Medium Residential.” Zones corresponding to the Medium Residential designation includes the R3 zone. The Project Site is located within Height District No. 1., which sets a building height limit of 45 feet above grade level and limits development to a floor area ratio (FAR) of 3:1. Figure 2.2, Zoning and General Plan Land Use Designations, shows the existing zoning and land use designations on the Project Site and the surrounding area. Additionally, the Project Site is located within the Vermont/Wilshire Transit Oriented District Specific Plan (“SNAP”) area (ZI-2286), an Alquist-Priolo Earthquake Fault Zone (ZI-2441), a Transit Priority Area (ZI-2452), and the Los Angeles State Enterprise Zone (ZI-2374). The Project Site is also located in a Tier 3 area of the Transit Oriented Community Affordable Housing Incentive Area.

[5] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed March 2022.*

Source: ZIMAS, City of Los Angeles, Department of City Planning, 2020.

Figure 2.2
Zoning and General Plan Land Use Designations

Los Angeles State Enterprise Zone (ZI-2374)

Designated by City Council resolution, and approved by the California Department of Commerce, Enterprise Zones receive Federal, State and City economic incentives to stimulate local investment and employment. This is accomplished through tax and regulation relief and improvement of public services. Enterprise Zones are entitled to special provisions with regards to certain design standards, including parking and height standards.[6] However, since the Proposed Project would provide residential components only, the parking standards of the Los Angeles State Enterprise Zone do not apply.

Vermont / Western Station Neighborhood Area Plan (SNAP) (ZI-2286)

The Project Site is located in the Vermont/Western Transit Oriented District Specific Plan, also known as the Station Neighborhood Area Plan ("SNAP")[7] (Ordinance No. 173,749), which became effective March 1, 2001. The Specific Plan serves several purposes to improve the quality of life, economy, and circulation within the Specific Plan area. The regulations of the Specific Plan are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (Code or LAMC), and any other relevant ordinance, and do not convey any rights not otherwise granted under such other provisions, except as specifically provided. Wherever the Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses, parking, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of the LAMC.[8] As shown in Figure 2.3, Vermont/Western Transit Oriented District Specific Plan Map, the Project Site is located in Subarea A (Neighborhood Conservation) in the Specific Plan, which aims to maintain the current prevailing scale and character of these blocks and to improve the pedestrian environment.

Alquist-Priolo Earthquake Fault Zone (ZI-2441)

The Project Site is located within the Alquist-Priolo Earthquake Fault Zone. The Applicant shall be required to comply with the fault investigation requirements of the Alquist-Priolo Fault Zoning Act. Fault investigation reports submitted to the Los Angeles Department of Building and Safety (LADBS) shall be based upon sufficient geologic data to determine the location or nonexistence of active fault trace(s) on the Project Site.

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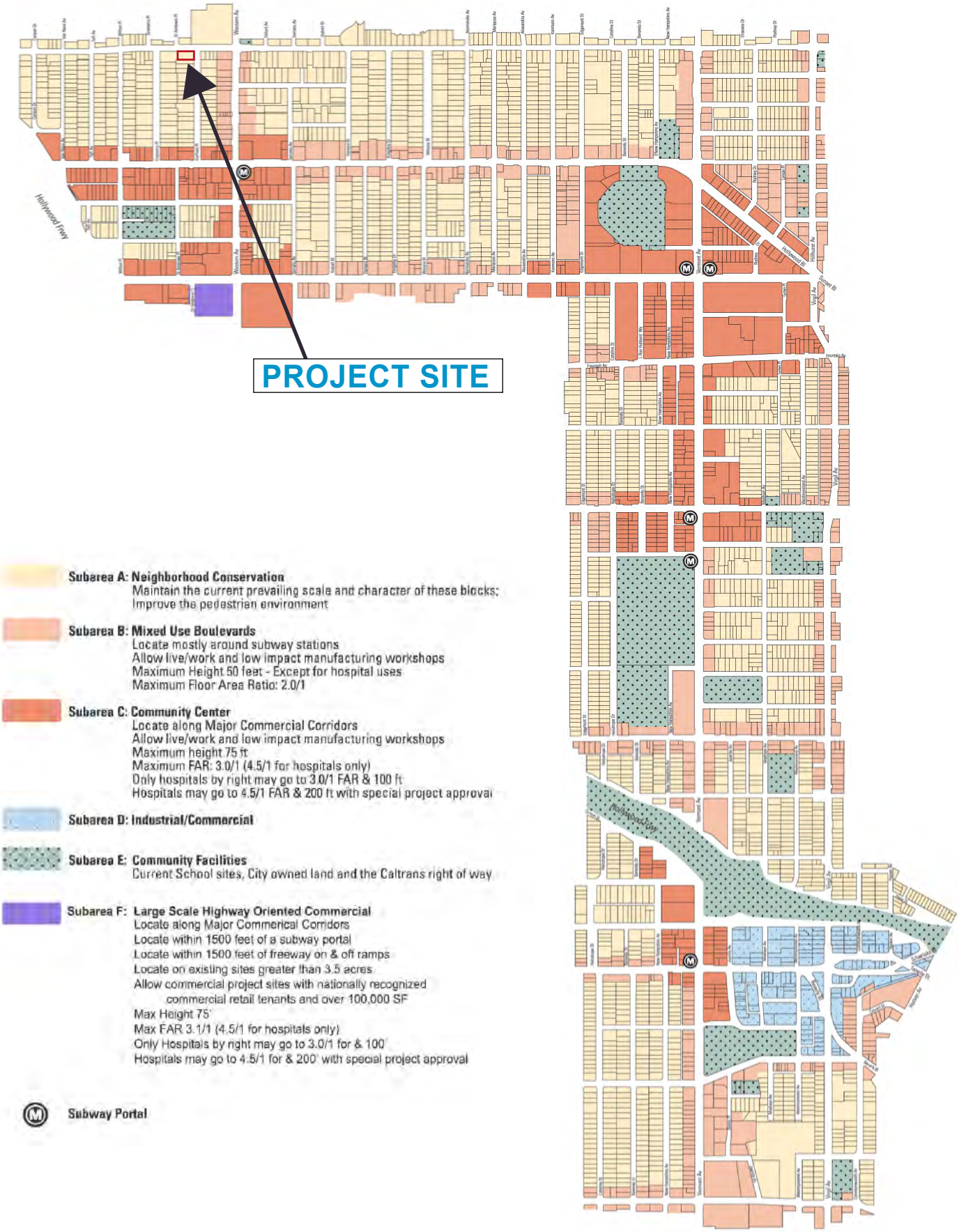
[6] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2374, Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf, accessed March 2022.*

[7] *The Vermont/Western Transit Oriented District Specific Plan, also known as the Station Neighborhood Area Plan, or "SNAP". These terms can be used interchangeably and refer to the same set of guidelines.*

[8] *City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan, Ordinance No. 173,749, March 1, 2001, website: https://planning.lacity.org/odocument/8f138536-bd70-4eaf-bfff-0c021bb72d48/VermontWesternTOD.pdf, accessed March 2022.*



Source: Vermont/Western Transit Oriented District Specific Plan, March 1, 2001.

Figure 2.3
Vermont/Western Transit Oriented District Specific Plan Map

Transit Priority Area in the City of Los Angeles (ZI-2452)

The Project Site is designated as a Transit Priority Area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs)/ Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[9] ZI-2452 clarifies that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's *L.A. CEQA Thresholds Guide* shall not be considered an impact for infill projects within TPAs pursuant to CEQA. However, this law does not limit the ability of the City to regulate or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City's General Plan, including specific plans. For example, DCP staff would still need to address a project's shade and shadow impacts if it is expressly required in a specific plan, Community Design Overlays (CDOs), or Historic Preservation Overlay Zones (HPOZs).

Transit Oriented Communities

The Project Site is located in a Tier 3 area of the Transit Oriented Community Affordable Housing Incentive Area. Pursuant to the voter-approved Measure JJJ, LAMC Section 12.22 A.31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure required the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (*TOC Guidelines*) for all Housing Developments located within a one-half mile radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22 A.31.

General Plan Land Use Designations

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan ("Community Plan") area of the City of Los Angeles. The Community Plan is "intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet the existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible." [10]

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[9] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed March 2022.*

[10] *City of Los Angeles Department of City Planning, Hollywood Community Plan (pg. HO-1).*

Existing Site Conditions

Figure 2.4, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the location points for the site photographs and surrounding land use photographs shown in Figure 2.5, Photographs of the Project Site, and Figure 2.6, Photographs of the Surrounding Land Uses, respectively. The Project Site is currently developed with an auto service center and a multi-family residential building, as seen in Figure 2.5, Photographs of the Project Site – Views 1 through 6, below. The multi-family residential building is two stories above grade with four dwelling units. Current vehicular access to the Project Site is provided by three vehicle driveways: two driveways along Franklin Avenue, one driveway that connects to the auto service center and one driveway that connects to the multi-family residential building and one vehicle parking driveway along Garfield Place that connects to the auto service center.

The Project Site contains some vegetation associated with the multi-family residential property. There are two trees on the property, a nectarine tree and an orange tree.[11] There is one street tree on the public right-of-way on the west side of Garfield Place, adjacent to the Project Site that will be removed and replaced.

Surrounding Land Uses

As shown in Figure 2.2, the Project Site is in a commercially zoned "R3-1" area, and properties immediately bordering the Project Site are either zoned R3-1 with a General Plan land use designation of Medium Residential or zoned R1-1D-HPOZ or R1-1 with a General Plan land use designation of Low II Residential. The properties surrounding the Project Site include a mix of multi- and single-family residential and institutional land uses. These land uses range in height from one- to five-stories above grade. Figure 2.4 shows an aerial photograph of the uses surrounding the Project Site. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 2.6. Below is a description of the existing conditions in the surrounding area.

<u>North:</u> Franklin Avenue immediately borders the Project Site to the north. North of Franklin Avenue is a single-family residential neighborhood. This neighborhood is part of the Hollywood Grove Historical Preservation Overlay Zone District. These residential properties to the north are zoned R1-1D-HPOZ with General Plan land use designations of Low II Residential. To the northeast of the Project Site is the Immaculate Heart religious campus with a private high school. This property to the northeast is zoned R1-1 with a General Plan land use designation of Low II Residential. Refer to Figure 2.6, Views 7 and 8.

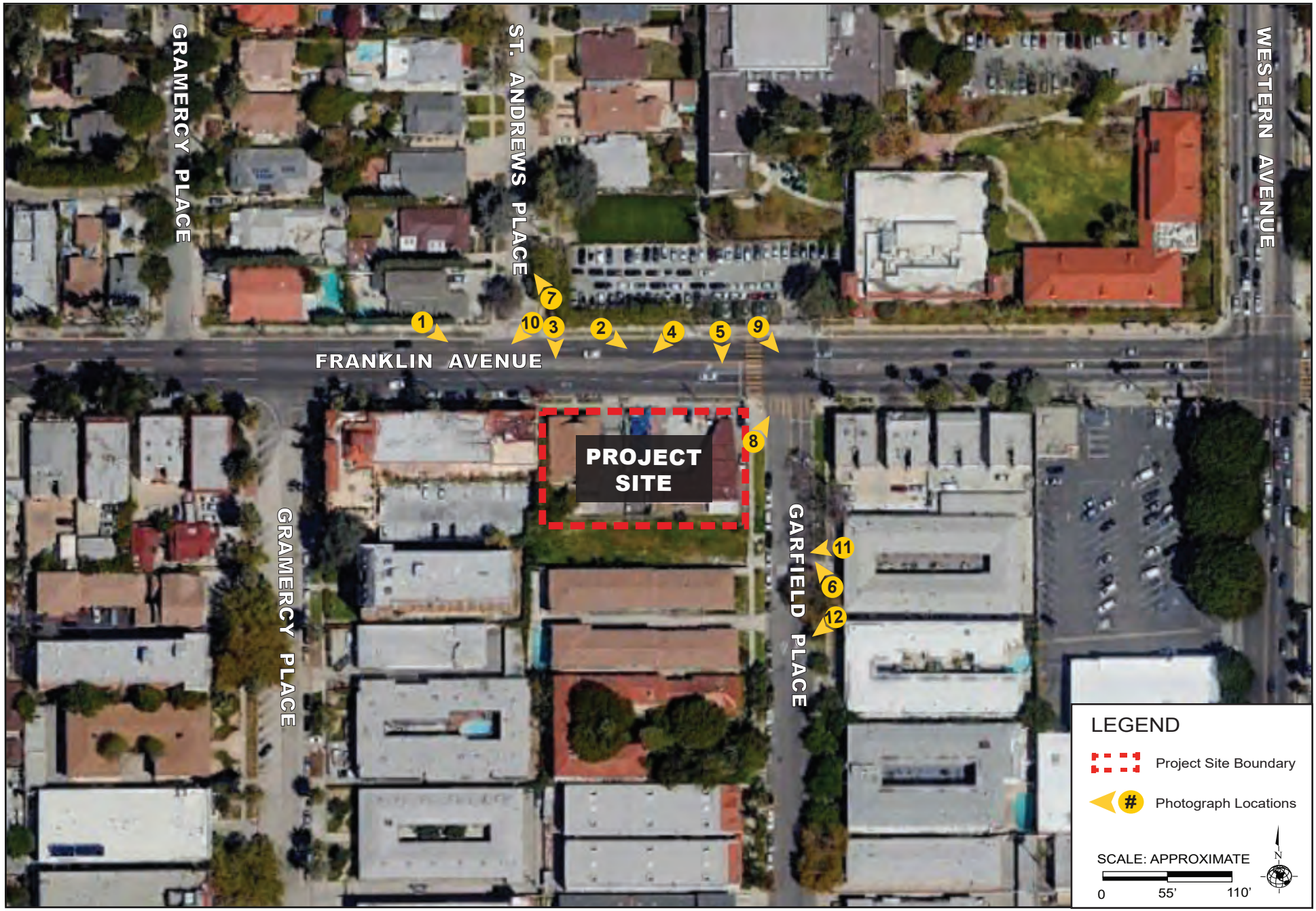
<u>East:</u> Garfield Place immediately borders the Project Site to the east. To the east of Garfield Place are two-story multi-family residential buildings. These properties are zoned R3-1

[11] *The Urban Lumberjack, Tree Inventory, 5600 Franklin Avenue, Los Angeles, 90028, June 14, 2020 (See Appendix H).*

with a General Plan land use designation of Medium Residential. Refer to Figure 2.6, View 9.

West: To the west of the Project Site is a five-story multi-family residential building. South of this building are multi-family residential buildings ranging in height from two stories to five stories above grade. These properties are zoned R3-1 with a General Plan land use designation of Medium Residential. Refer to Figure 2.6, View 10.

South: Immediately south of the Project Site is a vacant lot. To the south of the vacant lot are two-story multi-family residential buildings. These properties are zoned R3-1 with a General Plan land use designation of Medium Residential. Refer to Figure 2.6, Views 11 and 12.



Source: Google Earth, Aerial View, 2020.

Figure 2.4
Aerial Photograph of the Project Site and Surrounding Land Uses

View 1: From the north side of Franklin Avenue, looking southeast at the Project Site.

View 2: From the north side of Franklin Avenue, looking south at the auto service center on the Project Site.

View 3: From the north side of Franklin Avenue, looking south at the multi-family residential building on the Project Site.

View 4: From the north side of Franklin Avenue, looking southwest at the Project Site.

View 5: From the north side of Franklin Avenue, looking south at the auto service center on the Project Site.

View 6: From the east side of Garfield Place, looking northwest at the Project Site.

Source: Parker Environmental Consultants, February 4, 2021.

Figure 2.5
Photographs of the Project Site
Views 1-6

View 7: From the northwest corner of the intersection of Franklin Avenue and St. Andrews Place, looking northwest at the single-family residences north of the Project Site.

View 8: From the west side of Garfield Place, looking northeast at the private high school northeast of the Project Site.

View 9: From the northwest corner of the intersection of Franklin Avenue and Garfield Place, looking southeast at the multi-family residential buildings east of the Project Site.

View 10: From the northwest corner of the intersection of Franklin Avenue and St. Andrews Place, looking southwest at the multi-family residential building west of the Project Site.

View 11: From the east side of Garfield Place, looking west at the vacant lot south of the Project Site.

View 12: From the east side of Garfield Place, looking southwest at the multi-family residential buildings south of the Project Site.

Source: Parker Environmental Consultants, February 4, 2021.

Figure 2.6
Photographs of the Surrounding Land Uses
Views 7-12

C. Description of the Proposed Project

1. Project Overview

The Proposed Project includes the demolition of the existing structures for the construction, use, and maintenance of a four-story multi-family residential development with 41 residential dwelling units. There is one existing street tree in the public right-of-way adjacent to the property along Garfield Place, which would be removed during construction. The removal and replacement of any trees within the public right-of-way would require consultation with the City of Los Angeles Division of Urban Forestry and approval by the Board of Public Works. A summary of the Proposed Project is provided in Table 2.2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 2.7, Site Plan. Figure 2.8 through Figure 2.11 illustrate all of the proposed floor plans.

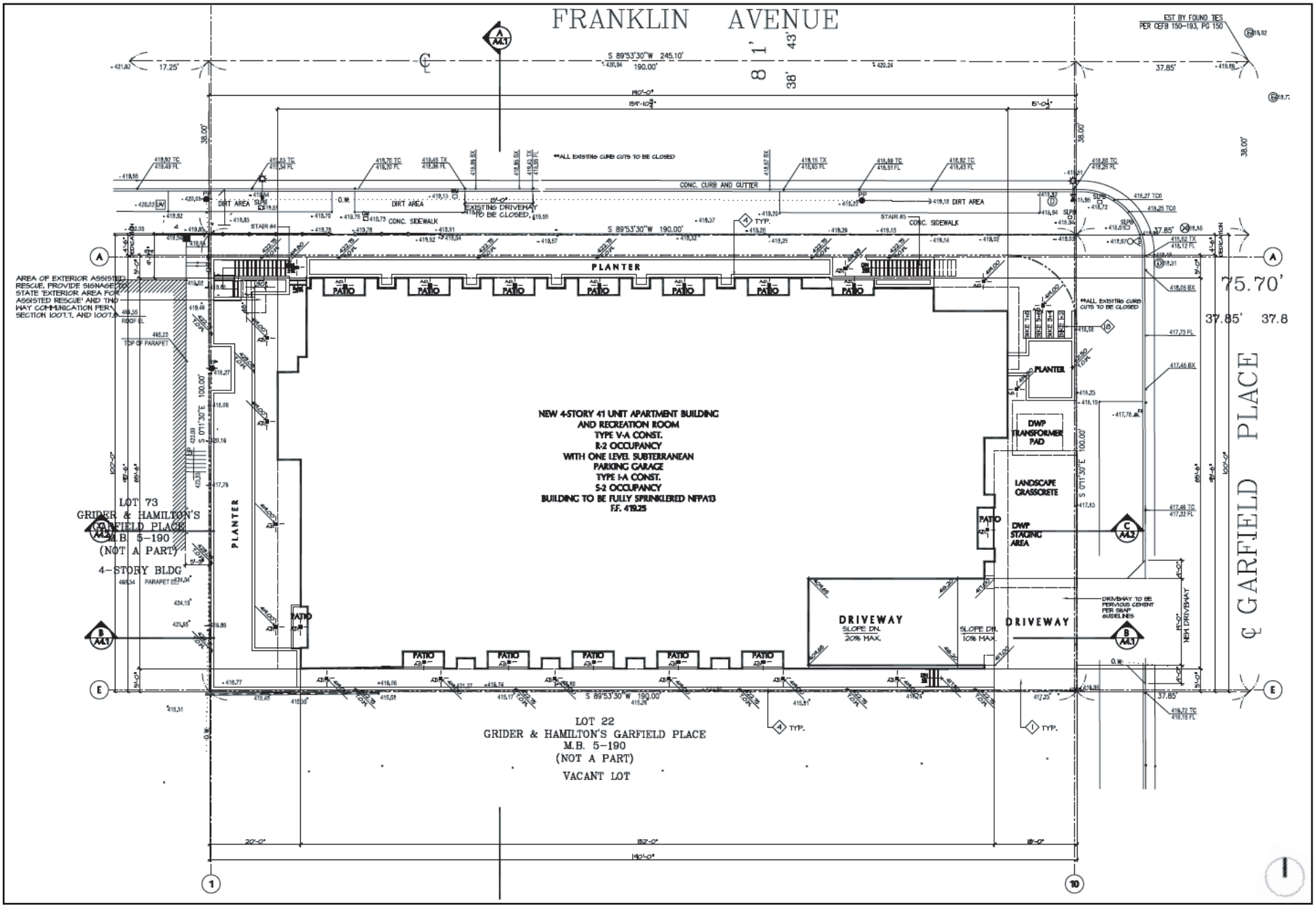
Table 2.2
Proposed Development Program

Land Uses	Proposed Dwelling Units	Proposed Floor Area (Square Feet)
Proposed Project:		
Loft (1-Bedroom)	34	**44,366 sf**
Studio	7	
Total Residential	***41 du***	***44,366 (FAR 3.24:1)***

[a] Includes amenity space and common circulation areas.
Source: Kamran Tabrizi Architect & Associates, 2022.

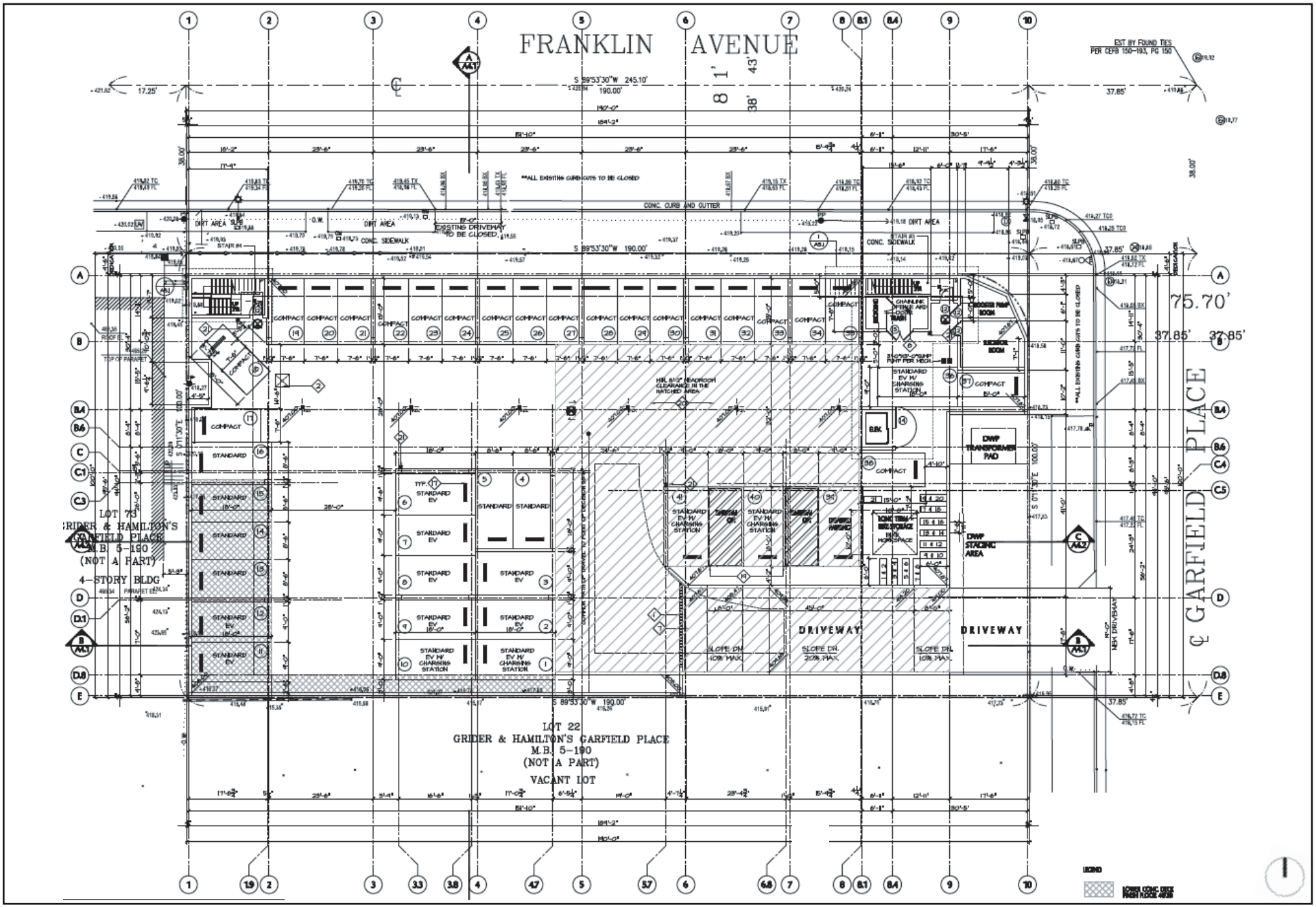
Residential Uses

As shown in Table 2.2, above, the Proposed Project would include a maximum of 41 residential units including 34 loft units (one bedroom) and 7 studio units. The Project Site is located in a Tier 3 area of the Transit Oriented Community Affordable Housing Incentive Area. Twelve (12) percent of the proposed dwelling units (5 units) would be reserved for families with extremely low income, which qualifies the Proposed Project as an Eligible Housing Development pursuant to the TOC Guidelines. The proposed building would include a leasing office, office space, and residential lobby located on the ground floor. The total residential floor area totals approximately 44,366 square feet.



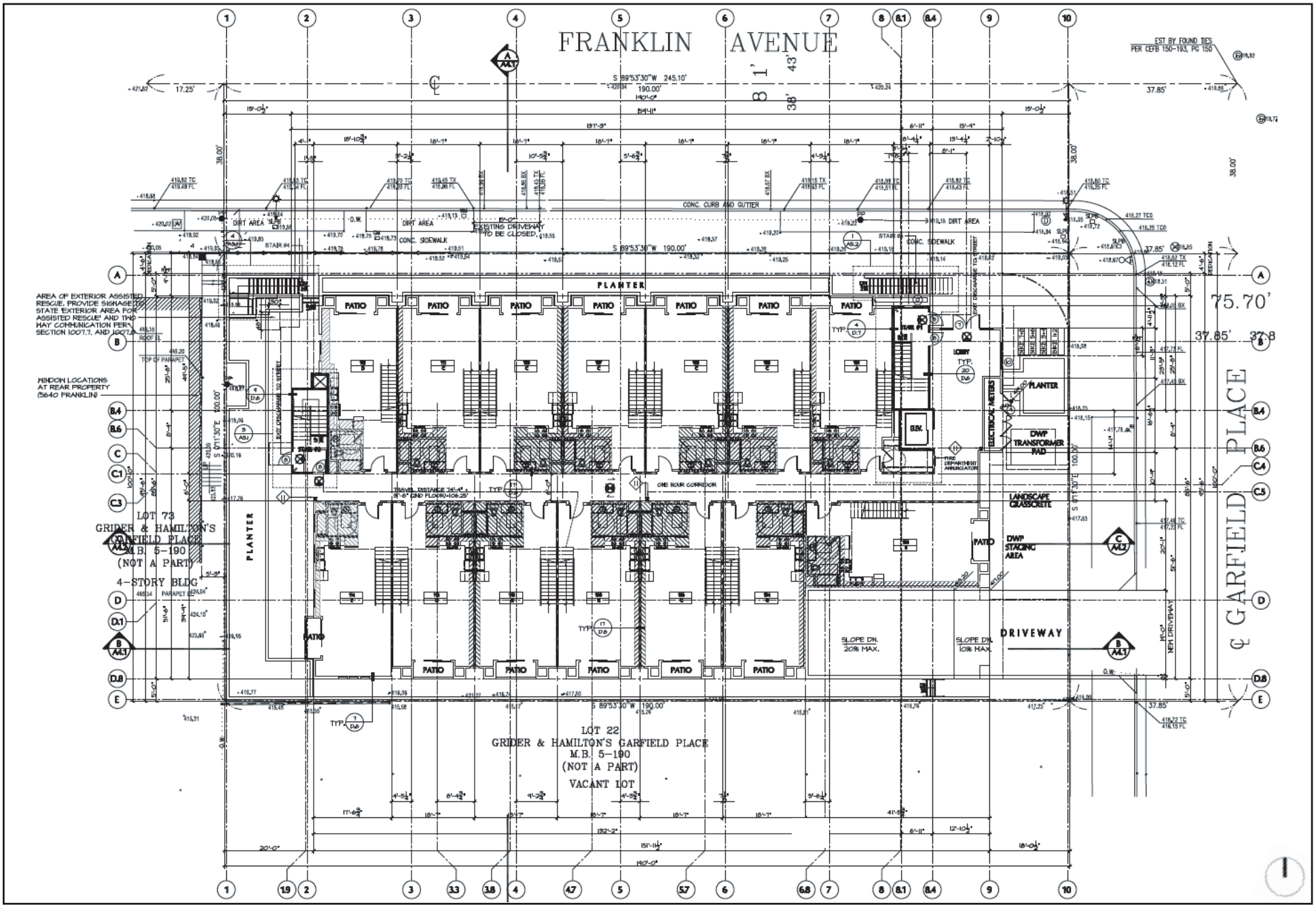
Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.7
Site Plan



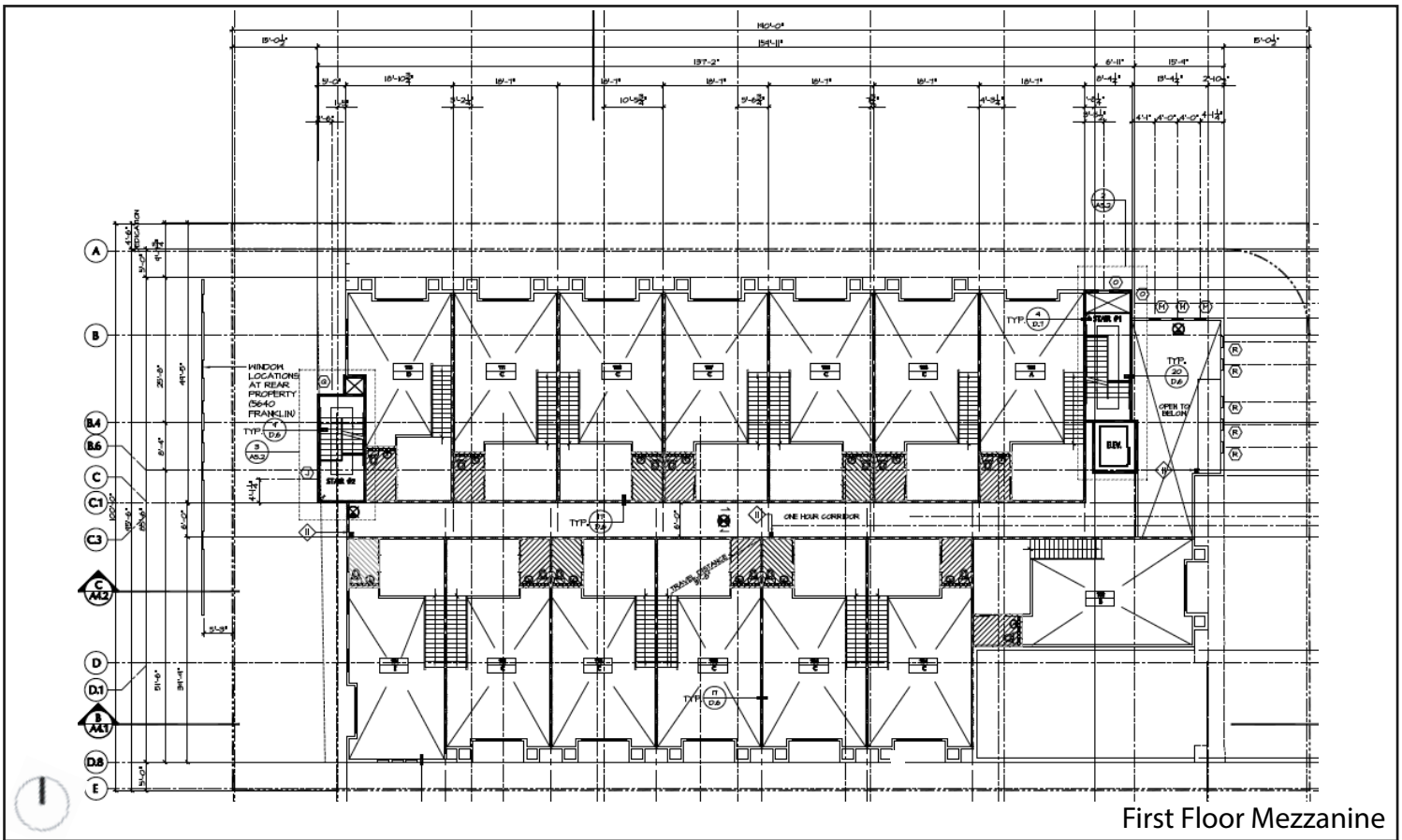
Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.8
Garage Plan

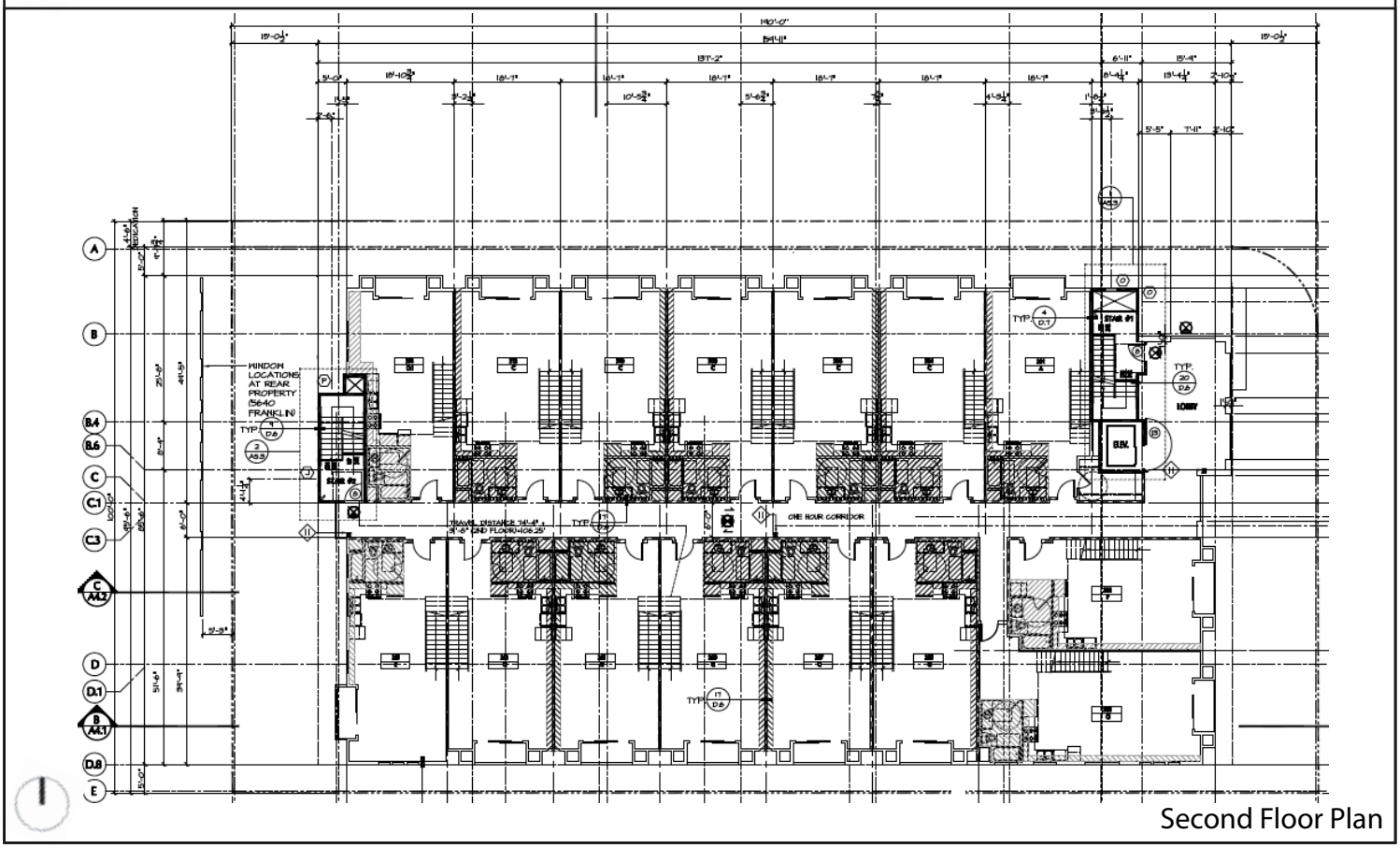


Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.9
First Floor Plan



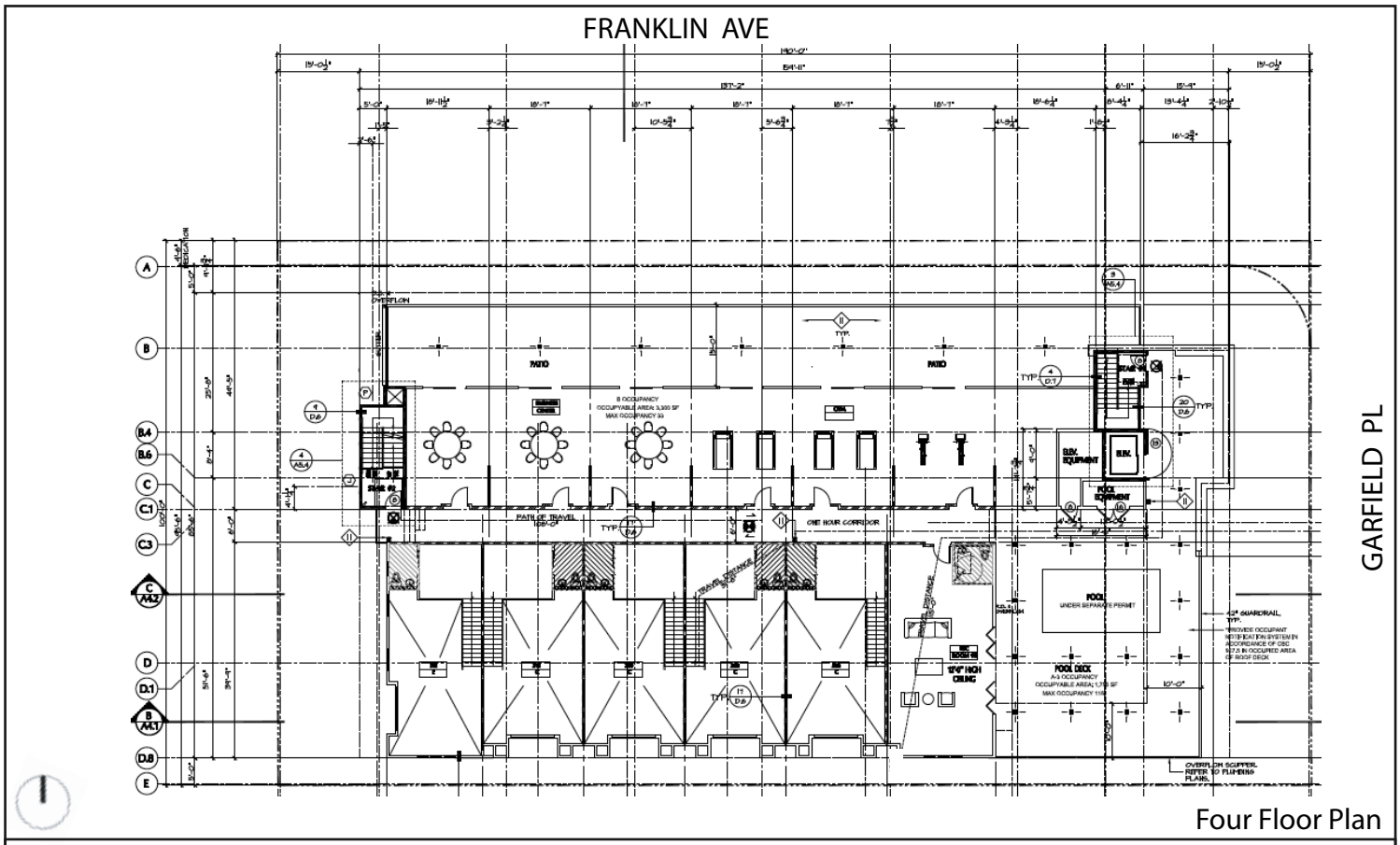
First Floor Mezzanine



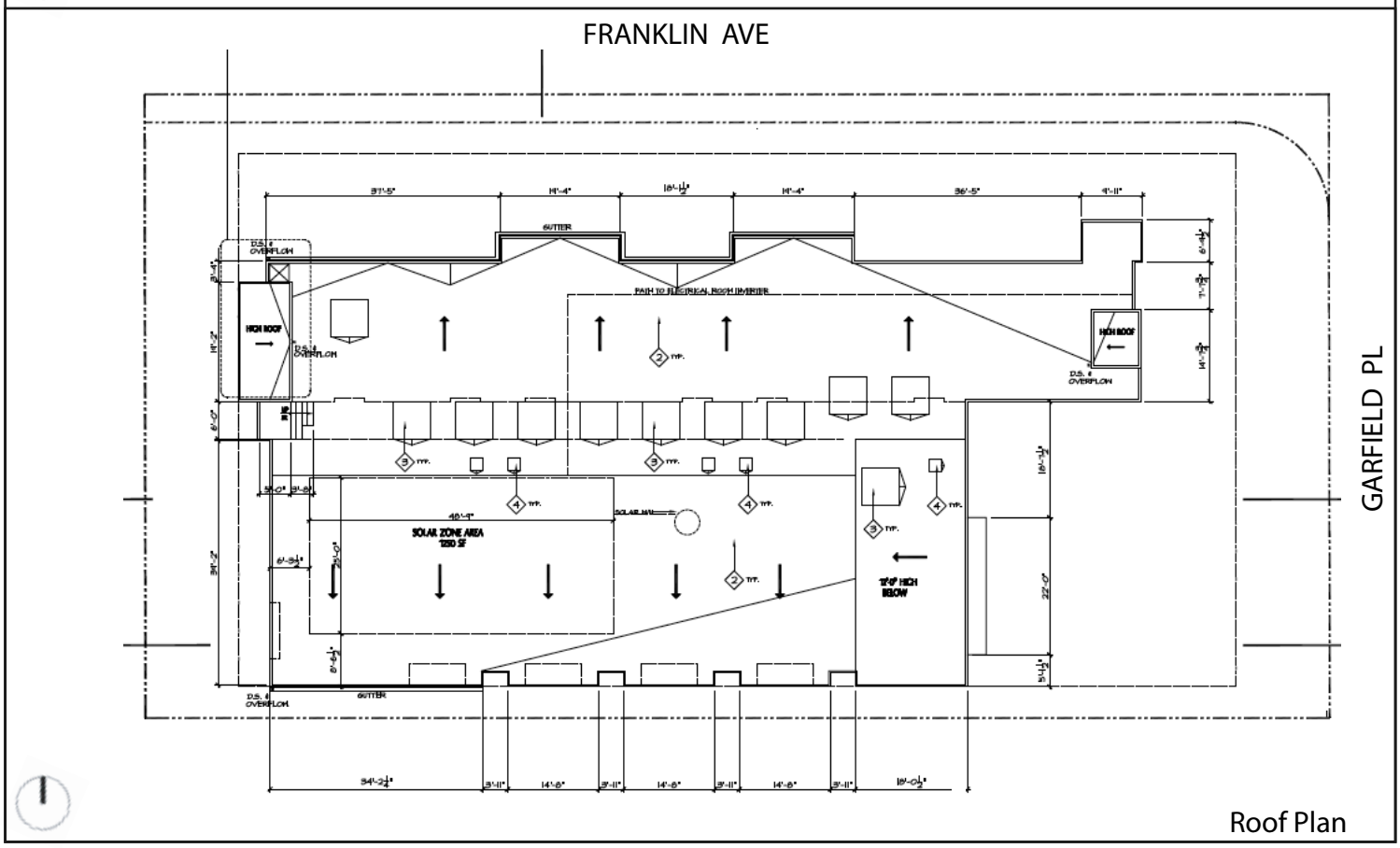
Second Floor Plan

Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.10
First Floor Mezzanine and Second Floor Plans



Four Floor Plan



Roof Plan

Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.11
Fourth Floor and Roof Plans

2. Floor Area and Density

The Project Site includes a gross lot area of 18,999.6 square feet with a buildable lot area of approximately 13,680 square feet. Development within a R3 zone is limited to a FAR of 3:1. Per the TOC Guidelines, the Proposed Project is allowed a maximum 45 percent additional increase in FAR to 4.35:1 for a Tier 3 project located within a Specific Plan that regulates residential FAR, resulting in an allowable floor area of 62,640 square feet. The Proposed Project includes approximately 44,366 square feet of building area, which results in a FAR of 3.24:1.

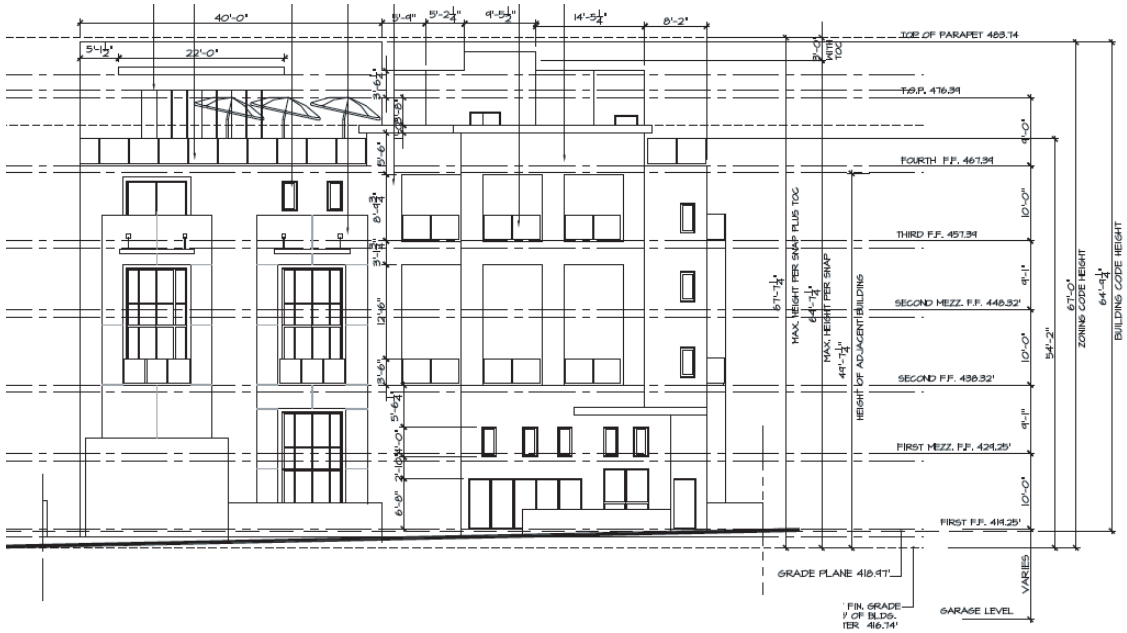
Pursuant to the LAMC Section 12.10.C, residential uses on the Project Site are limited to one dwelling unit per 800 square feet, or approximately 24 dwelling units for the Project Site based on a lot area of 18,999.6 square feet. Per the TOC Guidelines, the Proposed Project is allowed an additional 70 percent increase in density for an Eligible Housing Development within a Tier 3 project area. Therefore, the Proposed Project is allowed 41 dwelling units. The Proposed Project proposes a total of 41 dwelling units.

3. Building Height

Pursuant to the SNAP, the maximum height of any project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. Roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the LAMC, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established within the SNAP, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof. Additionally, the Project Site is located within Height District No. 1, which limits development in a R3 zone to a maximum height of 45 feet above grade.

A vacant lot is located immediately south of the Project Site. The nearest adjacent buildings are located to the west of the Project Site. The multi-family residential building to the west is approximately four stories above grade with an elevation height of 49 feet and 7 ¼ inches above grade. The Proposed Project would be allowed a maximum height of 64 feet and 7 ¼ inches above grade. As a TOC incentive, the Applicant is requesting a 3-foot increase in height to permit 67 feet and 7 ¼ inches of maximum transitional building height in lieu of the maximum 64 feet and 7 ¼ inches otherwise permitted in Subarea A of the Vermont/Western SNAP Specific Plan. The Proposed Project's height is proposed at 67 feet above grade at the top of the roof level. Figure 2.12 and Figure 2.13 depict the Proposed Project's building elevations. The Proposed Project's building sections are detailed in Figure 2.14, Building Sections.

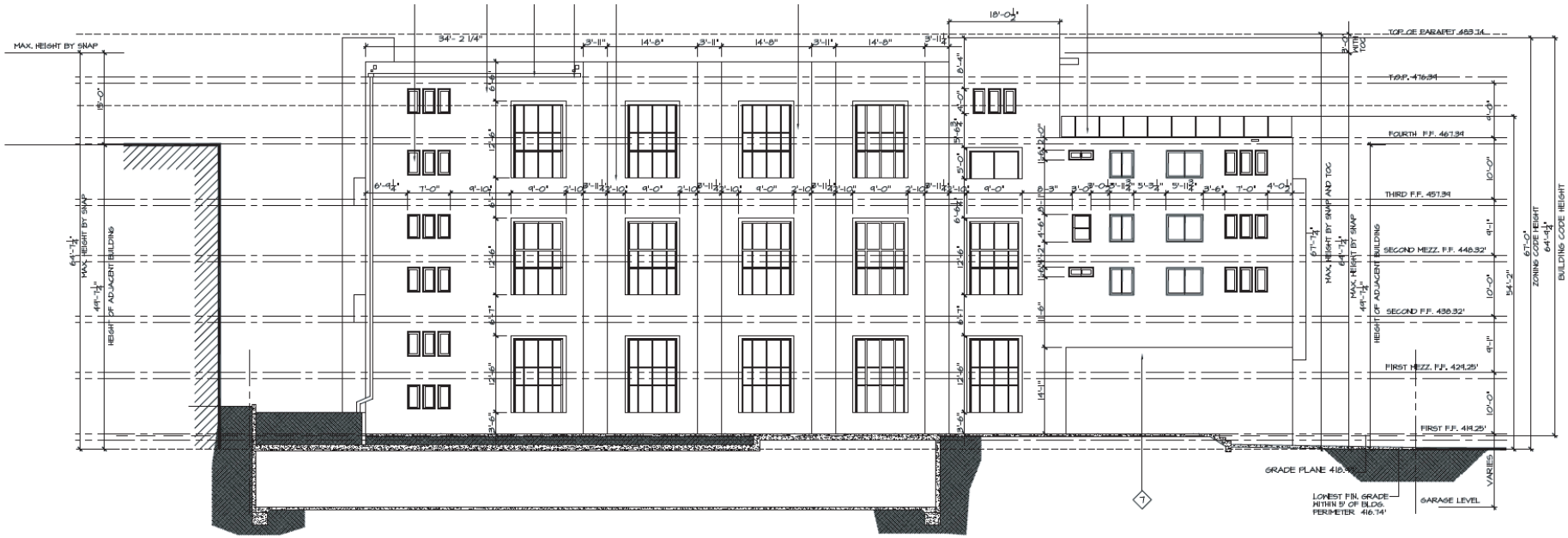
North Elevation



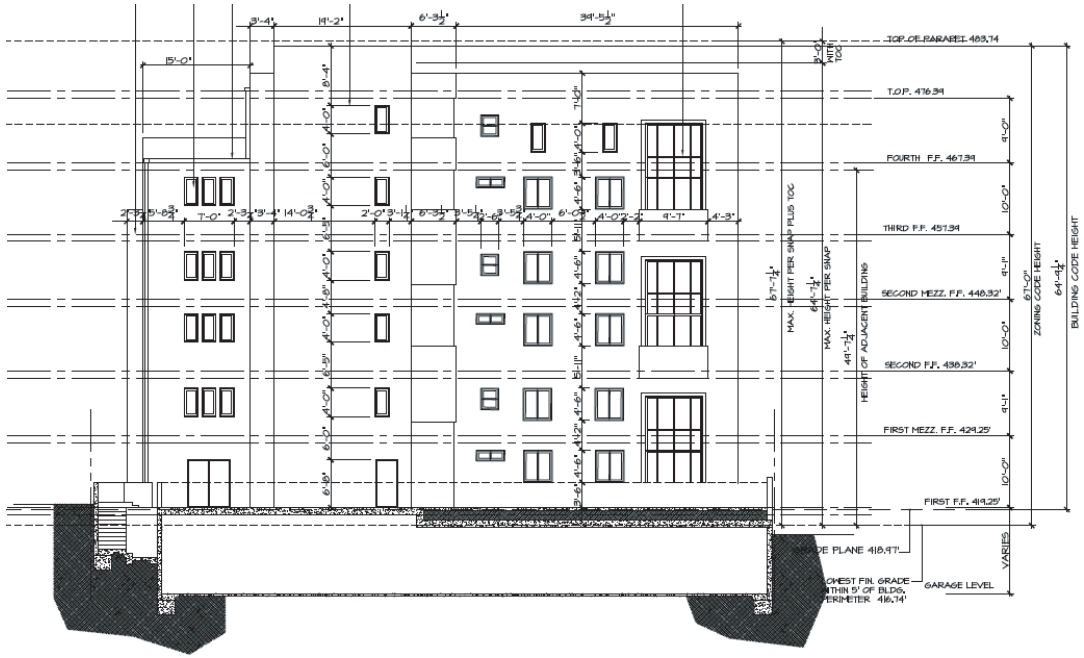
East Elevation

Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.12
North and East Elevations



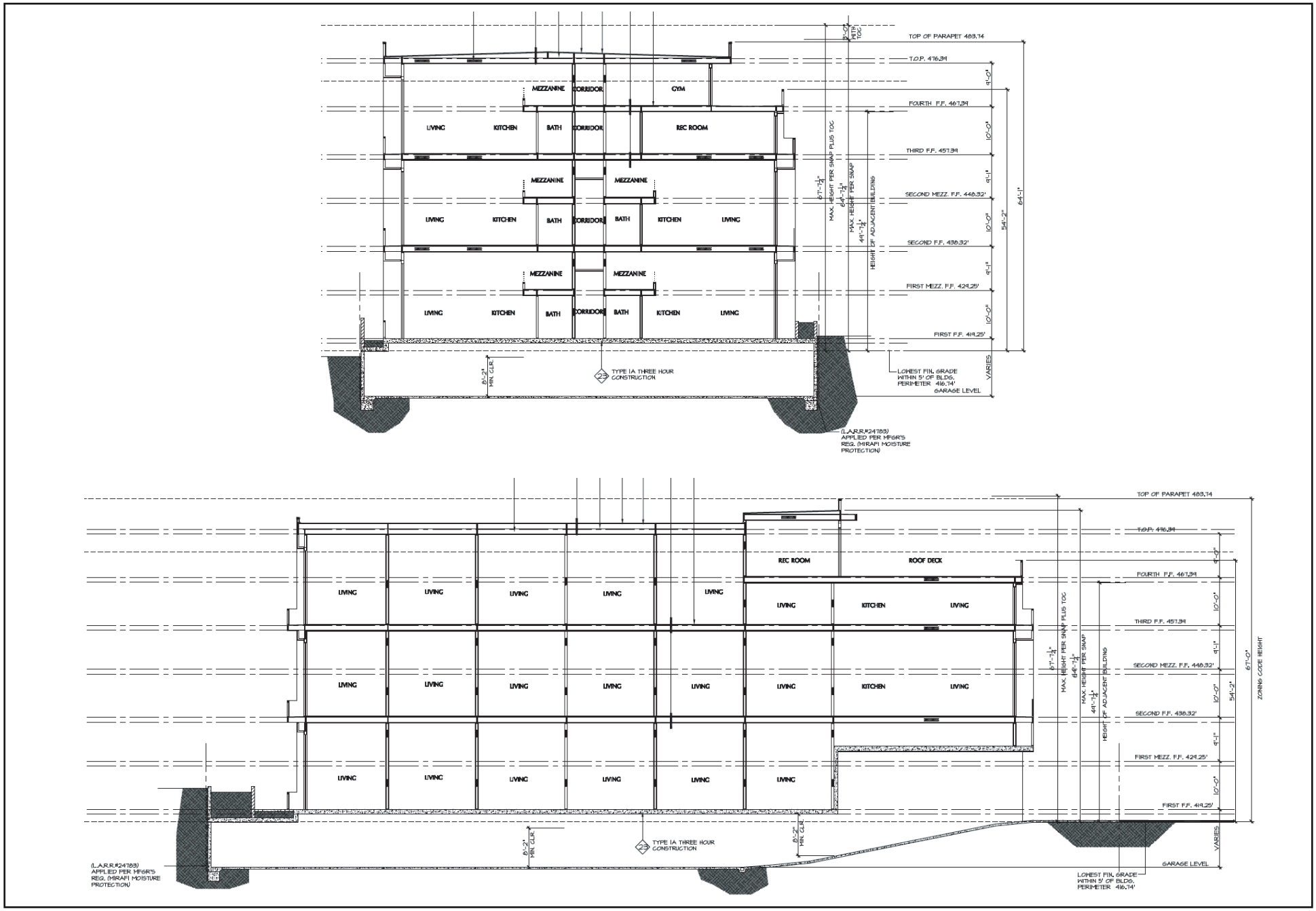
South Elevation



West Elevation

Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.13
South and West Elevations



Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.14
Building Sections

4. Setbacks and Dedications

Pursuant to Section 7.E of the SNAP, all buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street, and shall be located no further from the street than the exterior wall of the adjacent building farthest from the street. The Proposed Project shall provide a 4 foot-6 inch dedication along Franklin Avenue. Additionally, the Proposed Project shall face Franklin Avenue and would provide a 5 foot side setback fronting Franklin Avenue, which would not be located closer to the street than the multi-family residences to the west of the Project Site.

Further, pursuant to the LAMC Section 12.10.C, the development on a R3 zone shall provide a minimum 15-foot front yard setback and a minimum 15-foot rear yard setback. Side yard setbacks shall be a minimum five feet plus one additional foot for each additional story above the second story. Thus, the Proposed Project is required to provide a 15-foot front yard setback, 7-foot side yard setbacks, and a 15-foot rear yard setback. Pursuant the TOC Guidelines, the Proposed Project is allowed up to a 30 percent decrease in two individual yard or setbacks for an Eligible Housing Development within a Tier 3 project area. Thus, the Proposed Project requests a 30 percent reduction in both side yard setbacks from 7 feet to 5 feet. As such, the Proposed Project would provide a 15-foot front yard setback along the eastern property line fronting Garfield Place, 5 feet side yard setbacks along the northern and southern property lines, and a 15-foot rear yard setback along the western property line to allow for landscaped areas on the ground level.

5. Design and Architecture

Exterior building materials/features include smooth stucco finishes and red bricks. Illustrations depicting the renderings of the proposed structure are depicted in Figure 2.15, Architectural Renderings.

6. Open Space and Landscaping

The open space requirements and amount of open space proposed for the residential uses of the Proposed Project are summarized in Table 2.3, Summary of Required and Proposed Open Space Areas, below. Pursuant to LAMC Section 12.21 G.2, 100 square feet of open space shall be provided for each unit having less than three habitable rooms; 125 square feet of open space for each unit having three habitable rooms; and 175 square feet of open space for each unit having more than three habitable rooms. The Proposed Project would be required to provide 4,100 square feet of open space for the proposed residential uses. Pursuant to the TOC Guidelines, the Proposed Project is allowed a 25 percent reduction in open space, resulting in 3,075 square feet of required open space, with the reduction. The Project Site would provide 3,273 square feet of open space throughout the ground level, roof patio, recreation room, and in private residential balconies.

Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.15
Architectural Renderings

Additionally, at least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the public right-of-way. Further, pursuant to the SNAP, a minimum of 50 percent of the open space area shall be provided on the ground level. Consistent with the LAMC and SNAP requirements, the Proposed Project would provide 18 trees on-site, 12 of which would be 24-inch box trees and 6 of which would be street trees; 1,540 square feet of open space area shall be provided on the ground level. Illustrations depicting the landscape plans are depicted in Figure 2.16.

Table 2.3
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements [a]	**Dwelling Units**	**Required Open Space (sf)**
Less than 3 Habitable Rooms (100 sf/du) [b]	41	4,100 sf
	Subtotal:	**4,100 sf**
	25% Reduction: [c]	*- 1,025 sf*
	NET TOTAL:	**3,075 sf**
Proposed Open Space Area	**Proposed Open Space (sf)**	
Ground Level Rear Yard	1,540	
Roof Patio	995	
Recreation Room [d]	738	
Balconies	NA[e]	
TOTAL:	**3,273 sf**	

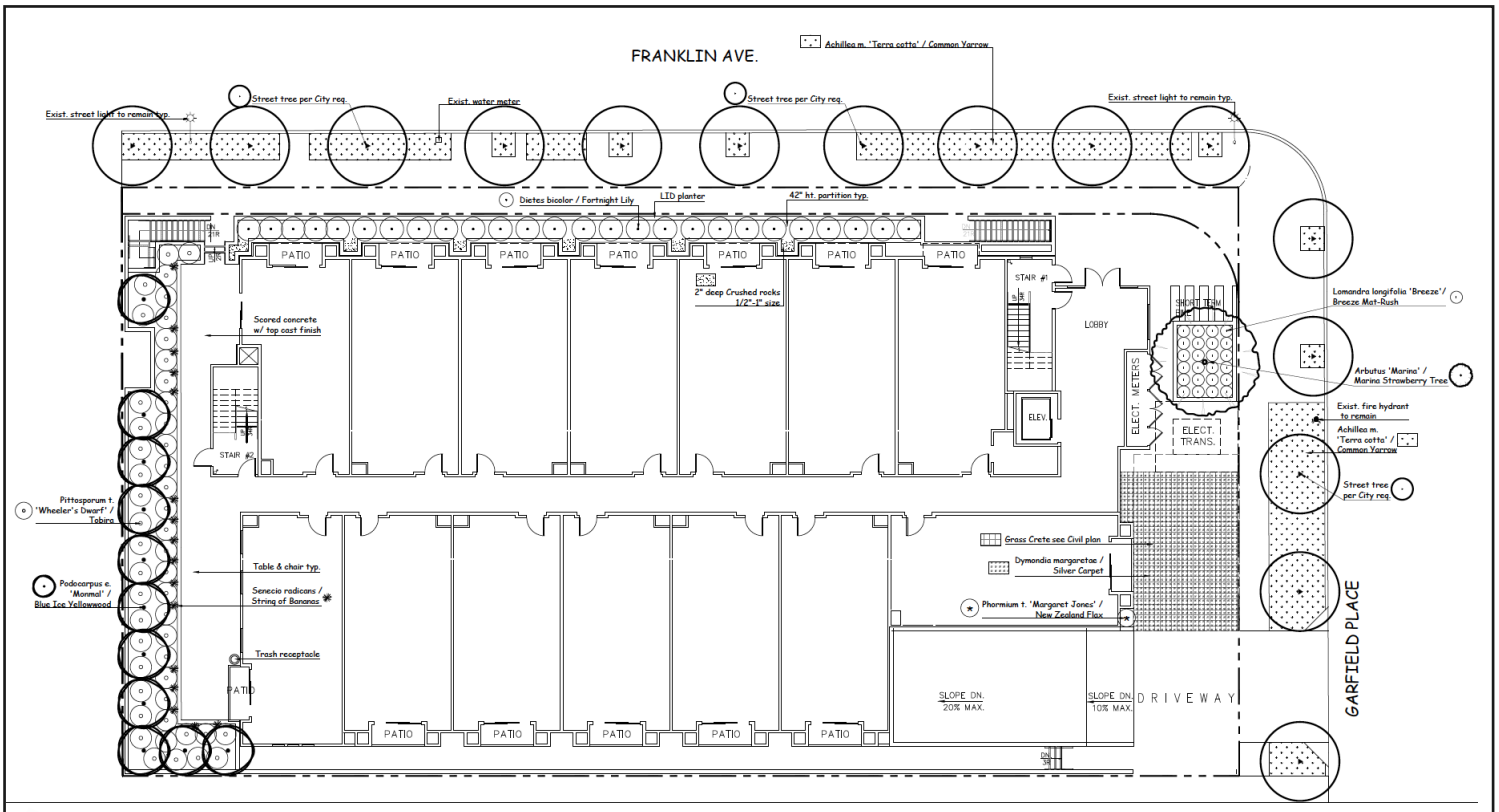
Notes: du = dwelling unit; sf = square feet
[a] *LAMC Section 12.21.G.2*
[b] *Includes one-bedroom units.*
[c] *The Proposed Project is requesting a 25% reduction in open space, pursuant to the TOC Guidelines.*
[d] *No more than 25% of a project's total open space requirement can be met by indoor common open space areas.*
[e] *Although the Project includes several balconies and patios for private use by residents; these balconies and patios are not counted toward the Project's open space requirement.*
Source: Kamran Tabrizi Architect & Associates, 2022.

7. Access, Circulation, and Parking

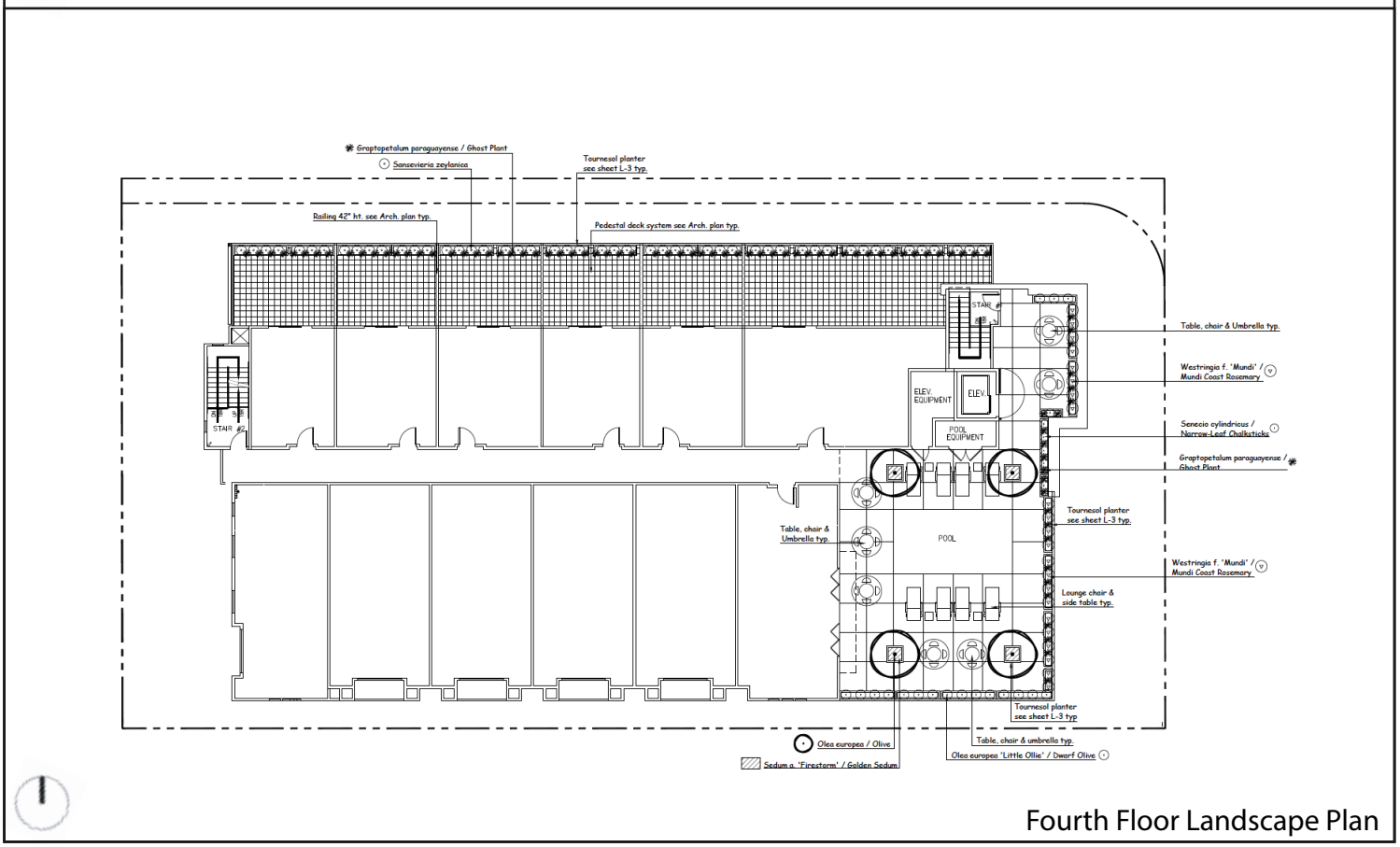
Parking for the proposed uses on-site would be provided in the subterranean garage level. Vehicular access to the on-site parking garage would be provided via one driveway along Garfield Place. The parking area is depicted in Figure 2.8, Garage Plan.

Vehicle Parking

Parking for the Proposed Project's new multi-family residential building would be provided in one level of subterranean parking below the building. One full-access driveway off of the west side of Garfield Place would provide access to the subterranean residential parking garage.



First Floor Landscape Plan



Fourth Floor Landscape Plan

Source: Kamran Tabrizi Architect & Associates, August 10, 2022.

Figure 2.16
First Floor and Fourth Floor Landscape Plans

Table 2.4, Summary of Required and Proposed Vehicle Parking Spaces, provides a summary of the LAMC parking requirements and amount of parking proposed for the residential uses. The SNAP sets a minimum requirement for residential parking stalls provided, as well as a guest parking requirement, which reads as the following:

- Minimum Standards. The minimum number of parking spaces required shall be provided at the following ratios: at least one (1) parking space for each dwelling unit having fewer than three habitable rooms, and in addition to at least one quarter (¼) parking space for each dwelling unit as guest parking.

According to the SNAP, the Proposed Project would be required to provide a minimum of 51 vehicle parking spaces. However, pursuant to the TOC Guidelines, the Proposed Project would be allowed to the utilize the residential parking requirement of 0.5 spaces per dwelling unit for an Eligible Housing Development in a Tier 3 area. As such, the Proposed Project would require 21 vehicle parking spaces for the residential dwelling units. The Proposed Project would provide 41 spaces in the subterranean parking level, including 13 electric vehicle (EV)-ready parking spaces and five charging stations. Therefore, the Proposed Project would meet and exceed the minimum applicable parking requirements of the TOC Guidelines.

Table 2.4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity (units)	Parking Required by Code [a, b]	
		Rate	Spaces
Minimum Required by SNAP			
Fewer than 3 Habitable Rooms	41 du	1.0 per du	41
Guest	41 du	0.25 per du	10
		Minimum Spaces Required:	***51***
Parking Required by TOC Guidelines			
Multi-family Residential	41 du	0.5 per du	21
		TOC Required Spaces:	***21***
		Total Spaces Provided: [c]	**41**

Notes:
[a] *Minimum and Maximum parking spaces based on Vermont/Western Transit Oriented District Specific Plan, Section 7.G. Project Parking Requirements.*
[b] *Pursuant to the TOC Guidelines as a Base Incentive, required parking for all residential units in an Eligible Housing Development shall not exceed 0.5 spaces per unit for a Tier 3 area project.*
[c] *The Applicant is requesting to utilize the parking requirements of the TOC Guidelines in lieu of the SNAP parking requirements.*
Source: Kamran Tabrizi Architect & Associates, 2022.

Bicycle Parking

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As required by Section 7.G.2 of the SNAP, one-half (½) parking space is required per dwelling unit. As shown in Table 2.5, Summary of Required and Proposed Bicycle Parking Spaces, the Proposed Project is required to supply 21 residential bicycle parking spaces. As summarized in Table 2.5, below, the Proposed Project would be consistent with the applicable parking requirements of the SNAP for bicycle parking spaces in providing a total of 5 short- and long-term spaces and 16 long-term spaces on-site. In the event the number of dwelling units is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.

Table 2.5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]	Total Spaces
Proposed Project			
Residential	41 du	0.5 per du	21
		Total Required Spaces:	21
		Total Provided:	**21 (16 long-term; 5 short-term)**

Notes:
du = dwelling unit
[a] *Bicycle parking spaces based on Vermont/Western Transit Oriented District Specific Plan, Section 7.G. Project Parking Requirements.*
Source: Kamran Tabrizi Architect & Associates, 2022.

8. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low level illuminated pedestrian walkways and lighting within common open space areas, parking areas, and outdoor courtyards. On-site signage would include site identity and wayfinding signs in accordance with the LAMC.

9. Site Security

During construction, the Project Site would be secured with perimeter fencing and monitored by on-site security personnel. During Project operations, security would be provided via site planning and secured access points of entry. The plans for the Proposed Project will incorporate design guidelines, such as security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

10. Sustainability Features

The Proposed Project would comply with the 2022 California Green Building Standards, the City of Los Angeles Green Building Code. At least 10 percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.

11. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 20 months, with final buildout occurring in 2025. Construction activities associated with the Project would be undertaken in four main phases: (1) demolition/site clearing; (2) grading/excavation; (3) building construction; and (4) finishing and architectural coatings. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, would be properly permitted by the City agencies and will conform to City standards.

Demolition/Site Clearing Phase

This phase would include the demolition and removal of the existing structures on-site. In addition, this phase may include the removal of street trees, walls, fences, and associated debris. The demolition phase would be completed in approximately one month.

Grading and Excavation Phase

After the completion of the demolition phase, the grading/excavation phase for the Proposed Project would occur for approximately three months and would involve excavating the Project Site for the basement level and the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would require approximately 8,500 cubic yards (cy)

of soil to be hauled off-site in order to build the proposed subterranean level and building foundations.[12]

Building Construction Phase

The building construction phase consists of above grade structures and is expected to occur for approximately 12 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, basement walls, parking structure, laying irrigation for landscaping, and landscaping the Project Site.

Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. For recycling efforts, American Reclamation facility (located at 4650 Doran Street) accepts construction and demolition waste for recycling and is located approximately 9 miles northeast of the Project Site (approximately 18 miles round trip).[13] Demolition debris from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon Landfill, located approximately 21 miles north of the Project Site. Inert waste or soil materials would be hauled to the Azusa Landfill located 28 miles east of the Project Site. Both facilities accept construction and demolition debris and inert waste from areas within the City of Los Angeles. For soil hauling, it is anticipated that soil exported from the Project Site would be deposited at a donor or receiving site, such as the Azusa Landfill. In the event a donor site is not identified at the time of excavation, soil would be transported to the Sunshine Canyon Landfill or the Azusa Landfill as described above.

The Proposed Project would be required to submit a haul route application, since the Project Site is located within a special grading area as designated by the Los Angeles Bureau of Engineering. Approval of a haul route will be required prior to construction. As mentioned previously, the Proposed Project would require approximately 8,500 cy of soil to be hauled off-site in order to build the proposed subterranean level and building foundations. For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve haul trucks with up to a 14 cubic yard hauling capacity. All truck staging would either occur on-

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[12] *Soil export was calculated by multiplying the Project Site (18,999 sf) by 12 feet (approximate depth to build subterranean level) = 227,998 cubic feet; then converting to cubic yards (227,998 / 27 = 8,444 cy). For conservative estimate, 8,444 cy was rounded up to 8,500 cy.*

[13] *Los Angeles County, Department of Public Works, Construction and Demolition Debris Recycling Facilities in Los Angeles County, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed March 2022.*

site or at designated off-site locations and radioed into the site to be filled. The anticipated haul route for transporting soil to the disposal sites would travel west on Franklin Avenue, then south along Van Ness Avenue, which provides access to the US-101 Freeway. Inbound haul trips would exit the US-101 Freeway at Gower Street, proceed north on Gower Street and eastbound onto Franklin Avenue to the Project Site.

Hauling hours are anticipated to be 7:00 AM to 4:00 PM, Monday through Friday. The haul route specified above may be modified in compliance with applicable City policies, provided DOT and/or Street Services approves any such modification. The haul route for the Proposed Project will be subject to final approval by the Los Angeles Department of Building and Safety.

12. 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.*
>
> *(2) 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.*
>
> *(3) 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.

(4) 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."

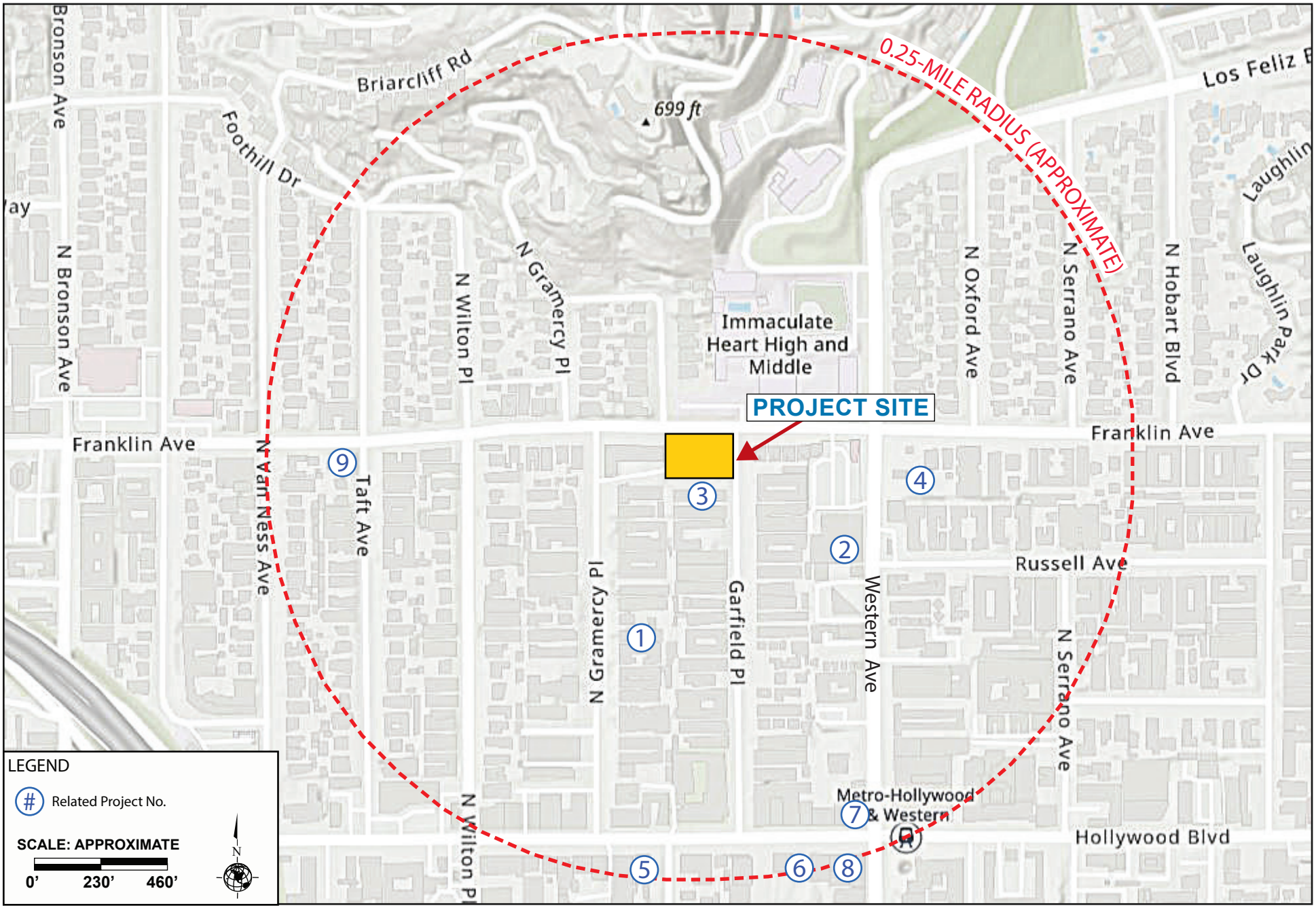
In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained 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, all 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.

To assess local cumulative impacts of nearby related projects collectively with the Proposed Project, a search of proposed related projects was conducted within a ¼-mile radius of the Project Site. Based on City of Los Angeles's Zoning and Information Map Access System (ZIMAS) and Bi-Weekly Case Filings, there are nine recently approved or proposed related projects near the Project Site. This document qualitatively analyzes the Proposed Project impacts to determine whether the Proposed Project is cumulatively considerable when assessing cumulative impacts with the related projects and potential related projects located further from the Project Site and vicinity. These related projects are identified in Table 2.6, Related Projects, below. The project location for each related project is identified in Figure 2.17, Related Projects Location Map, below. An analysis of the cumulative impacts associated with these related projects and the Proposed Project are provided under each individual environmental impact category in Section 4 of this SCEA.

Table 2.6
Related Projects

Project Number	Project Name	Location/Address	Project Description	Size	Units
1	1806 N Gramercy Place	1806 N. Gramercy Place	Apartment	12	du
2	Lazy Acres Market	1841 N. Western Avenue	Grocery Store	--	--
3	1853 N. Garfield Place	1853 N. Garfield Place	Apartments	23	du
4	1860 Western	1868 N. Western Avenue	Apartments Commercial	87 5,920	du sf
5	5600 Hollywood Blvd	5600 W. Hollywood Boulevard	Apartments	200	du
6	5524 Hollywood Blvd	5524 W. Hollywood Boulevard	Fitness Studio	3,317	sf
7	5507 Hollywood Blvd	5507 W. Hollywood Boulevard	Veterinary Clinic	1,546	sf
8	5500 Hollywood Blvd	5500 W. Hollywood Boulevard	Apartments Commercial	79 6,300	du sf
9	1857 N. Taft Avenue	1857 N. Taft Avenue	Single-family	1	du

Notes:
du = dwelling unit, sf = square feet
Source: (1) City of Los Angeles, Zoning and Information Map Access System, website: http://zimas.lacity.org, accessed September 2022 and (2) City of Los Angeles, Case Reports and Mapping Interactive Map, Bi-Weekly Case Filings, website: https://planning.lacity.org/resources/case-reports, accessed September 2022.



Source: ArcGIS Basemap; City of Los Angeles ZIMAS and DCP, 2022.

Figure 2.17
Related Projects Location Map

D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Proposed Project. The Sustainable Communities Environmental Assessment (SCEA) will analyze impacts associated with the Proposed Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Proposed Project. The Project Site is located within a Tier 3 area of the Transit Oriented Community Affordable Housing Incentive Area. Twelve (12) percent of the proposed dwelling units (5 units) would be reserved for families with extremely low income, which qualifies the Proposed Project as an Eligible Housing Development and up to three additional incentives, pursuant to the TOC Guidelines. The discretionary entitlements, reviews, permits and approvals required to implement the Proposed Project include, but are not necessarily limited to, the following:

(1) Pursuant to LAMC Section 12.22 A.31, approval of the following TOC incentives:

a. Three base incentives:
   i. An increase in FAR from 3:1 to up to 4.24:1.
   ii. A 70% increase in base density to allow a maximum of 41 units.
   iii. A vehicle parking requirement of 0.5 spaces per dwelling unit.

b. Three additional incentives:
   i. A 3-foot increase in height to permit 67’-7¼“ of maximum transitional building height in lieu of the maximum 64’-7¼“ otherwise permitted in Subarea A of the Vermont/Western SNAP Specific Plan and a 22-foot increase in height to permit 67 feet of maximum building height in lieu of the maximum 45 feet otherwise permitted per the underlying zone.
   ii. A 25% decrease in open space to permit 3,273 square feet of open space in lieu of the otherwise required 4,100 square feet of open space.
   iii. A 30% reduction in two side yard setbacks to 5 feet in lieu of the required 7-foot side yard.

Pursuant to various sections of the LAMC, the Applicant will request administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

Section 3. SCEA Criteria and Transit Priority Project Consistency Analysis

A. Regulatory Background

The State of California adopted SB 375, 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 reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (2020 RTP/SCS), a plan that the Regional Council now calls Connect SoCal. For the SCAG region, the CARB has set greenhouse gas reduction targets at 8 percent below 2005 per capita emissions level by 2020 and 19 percent below 2005 per capita emissions levels by 2035. The Connect SoCal plan outlines strategies to meet the targets set by CARB.[1] By Executive Order G-20-239, approved October 30, 2020, CARB officially determined that the Connect SoCal plan would achieve CARB's 2020 and 2035 GHG emission reduction targets.

B. 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 (see Public Resources Code, Section §21155 (a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the ARB has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by CARB;

[1] *Southern California Association of Governments, Connect SoCal, 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Chapter 1: About the Plan, September 3, 2020.*

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.

As discussed below, the Proposed Project qualifies as a TPP and meets the qualifying criteria pursuant to Public Resources Code, Section §21155 as outlined above.

Consistency with Criterion #1:

The Proposed Project is consistent with the general use designation, density, and building intensity and applicable policies of specified for the project area in the SCAG 2020 RTP/SCS.

As mentioned previously, in September 2020, SCAG's Regional Council adopted Connect SoCal, the 2020 RTP/SCS. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The 2020 RTP/SCS includes strategies for accommodating forecasted population, household and employment growth in the SCAG region by 2045, as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles; an increase growth within walkable, mixed-use communities, and High-Quality Transit Areas (HQTAs);[2] and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.

As a Land Use Tool, the 2020 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, Transit Priority Areas (TPAs), HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

[2] *As defined by SCAG, an HQTA is a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one half-mile of a well- serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. (SCAG, 2020 RTP/SCS, Sustainable Communities Strategy Technical Report, p. 17.)*

- Job Centers: Areas with significantly denser employment than their surroundings. The 2020 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.
- TPAs: Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.
- HQTAs: Areas within one-half mile from major transit stops and high-quality transit corridors (HQTCs).[3] New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed transit-oriented developments (TODs) can preserve existing development patterns and neighborhood character while providing a balance of housing choices.
- NMAs: Areas that focus on creating, improving, restoring, and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban, and rural settings is encouraging “walkability,” active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future.
- Livable Corridors: Livable Corridor land-use strategies include development of mixed-use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a “Complete Streets” approach to roadway improvements, and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-

[3] *Pursuant to PRC Section 21155(b), an HQTC is defined as a corridor with fixed route bus service containing service intervals no longer than 15 minutes during peak commute hours. SCAG’s methodology for identifying HQTCs is set forth in the 2020 RTP/SCS and discussed further below herein.*

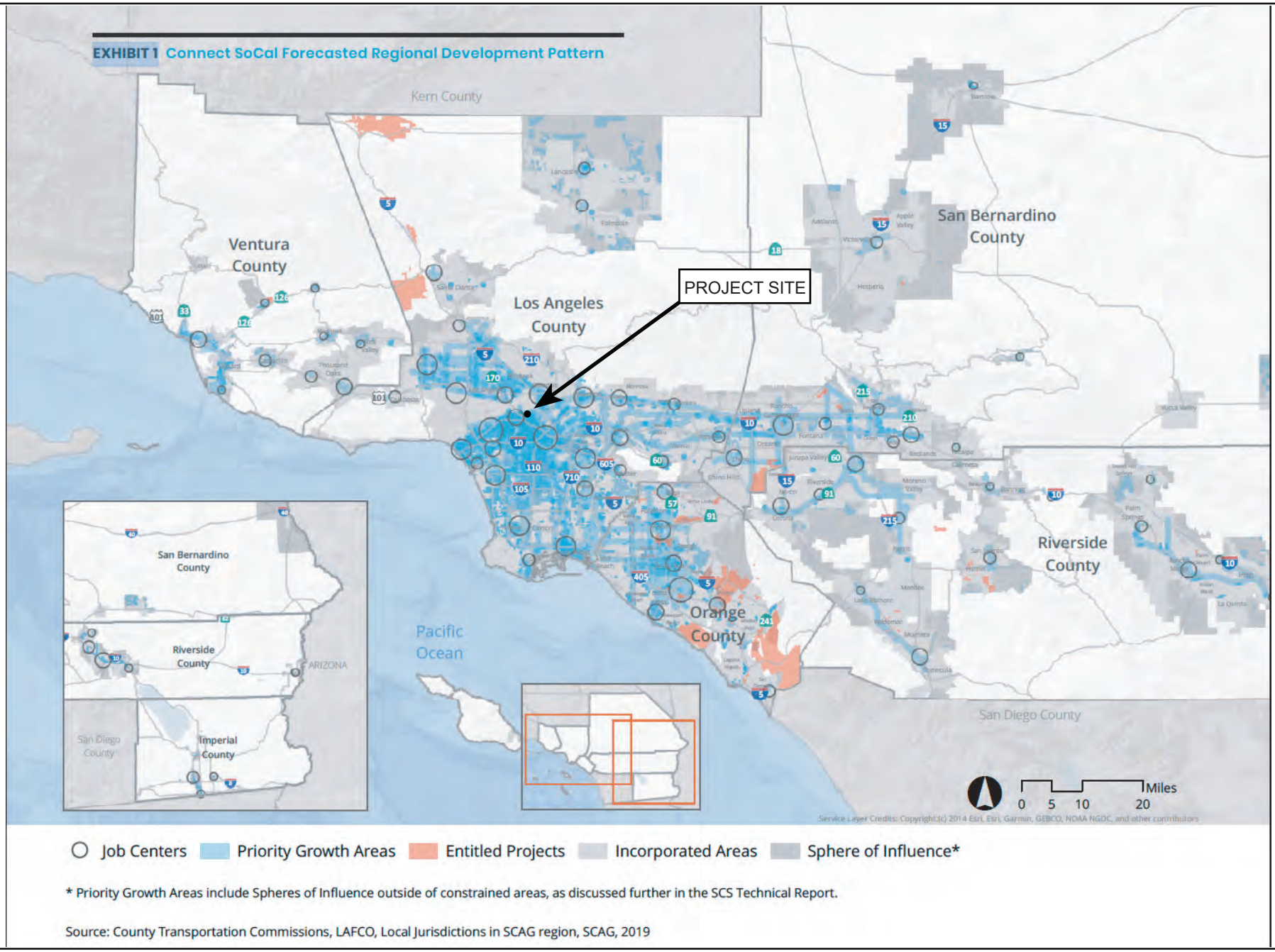
story, under-performing retail with well-designed, higher density housing and employment centers.

The 2020 RTP/SCS identifies these PGAs and associated designations as shown on Figures 3.1 through 3.5, below. As shown on these figures, the Project Site is located within a PGA, a HQTA, an NMA, and is located adjacent to Job Centers to the west and an HQTC (Western Avenue and Hollywood Boulevard).

The Proposed Project is consistent with the general use designation, density, and building intensity set forth in the 2020 RTP/SCS for each of these PGAs in that the Proposed Project includes development of a new multi-family residential development with mixed-income housing on an infill site near transit and sources of employment, shopping, and entertainment, leveraging existing density and infrastructure and reducing the length of vehicle trips for residents.

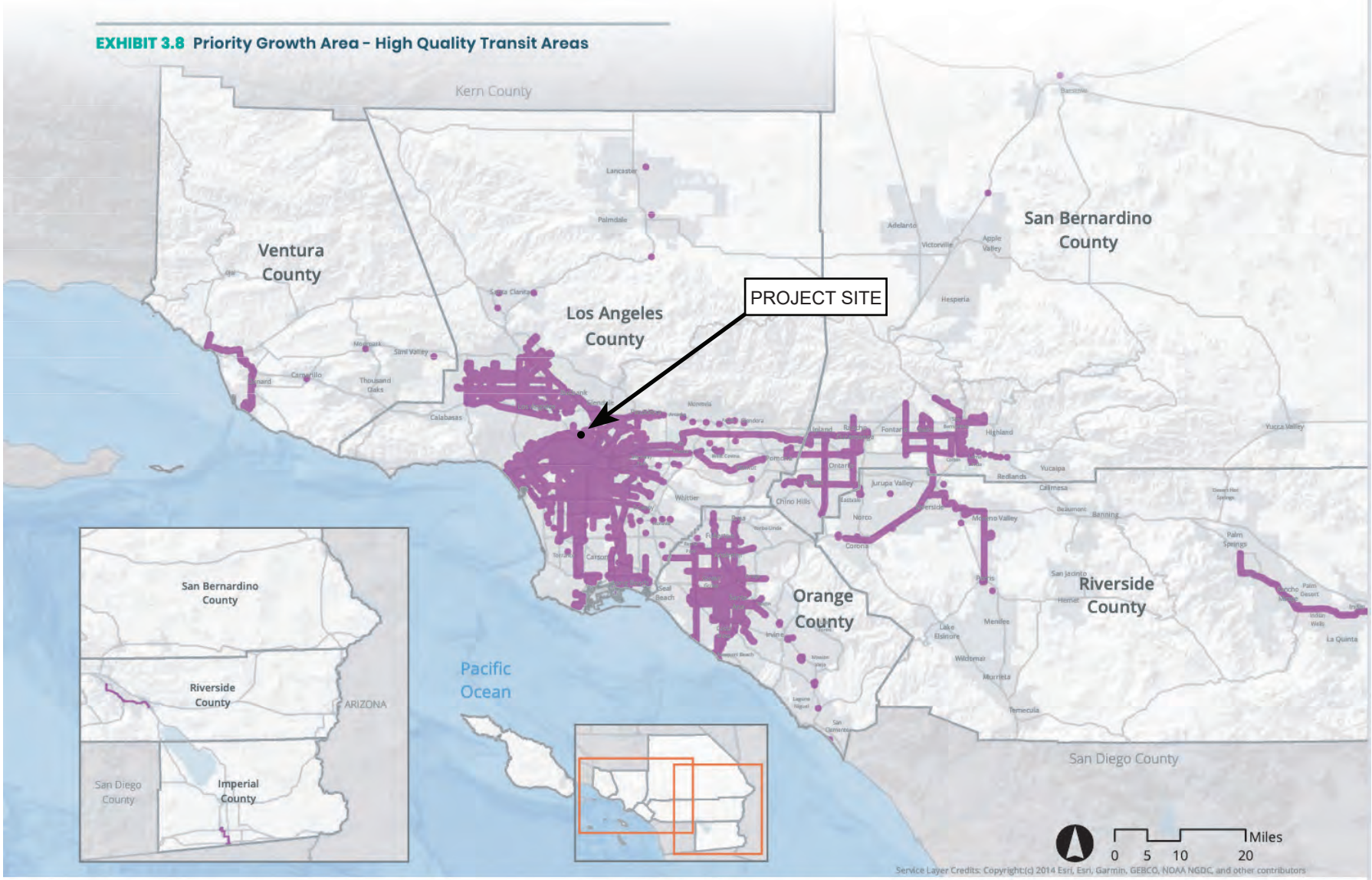
Consistent with the land use policies for HQTAs, the Proposed Project constitutes compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project area, Proposed Project residents would be able to walk and bike home and to work and to shop. In addition, the Project Site is served by one nearby Metro Station within a half-mile: the Hollywood/Western Station which serves the Metro Red Line, located approximately 0.3 mile (walking distance) of the Project Site. The Metro Red Line is a subterranean railway that runs between Downtown Los Angeles and North Hollywood. This station provides frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Additionally, the Project Site is currently served by a total of six local and inner-city transit operators within approximately one-quarter mile of the Project Site, which include Metro and the LADOT Downtown Area Shuttle (DASH). The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Hollywood area and in particular along Western Avenue and Hollywood Boulevard. Due to the fact that the Metro Red Line route provides service intervals of less than 15 minutes during peak commute hours, as discussed in more detail below and shown in Figure 3.5, Western Avenue and Hollywood Boulevard are identified as an HQTC by the 2020 SCAG RTP/SCS. Access to these nearby transit options would further reduce dependence on automobile travel by the residents of the Proposed Project, reducing the need to own an automobile and pay for parking.

Further, consistent with the land use policies for HQTAs, the Proposed Project would be context-sensitive and respond to the existing physical conditions of the surrounding area. The Proposed Project would preserve existing development patterns and neighborhood character by developing a multi-family residential development on an infill site near existing commercial corridors in the Hollywood area and adjacent multi-family residential uses to the north and south, along Franklin Avenue, while providing new and diversified housing options for residents.



Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.1
Connect SoCal Forecasted Regional Development Pattern



High Quality Transit Areas (2045)

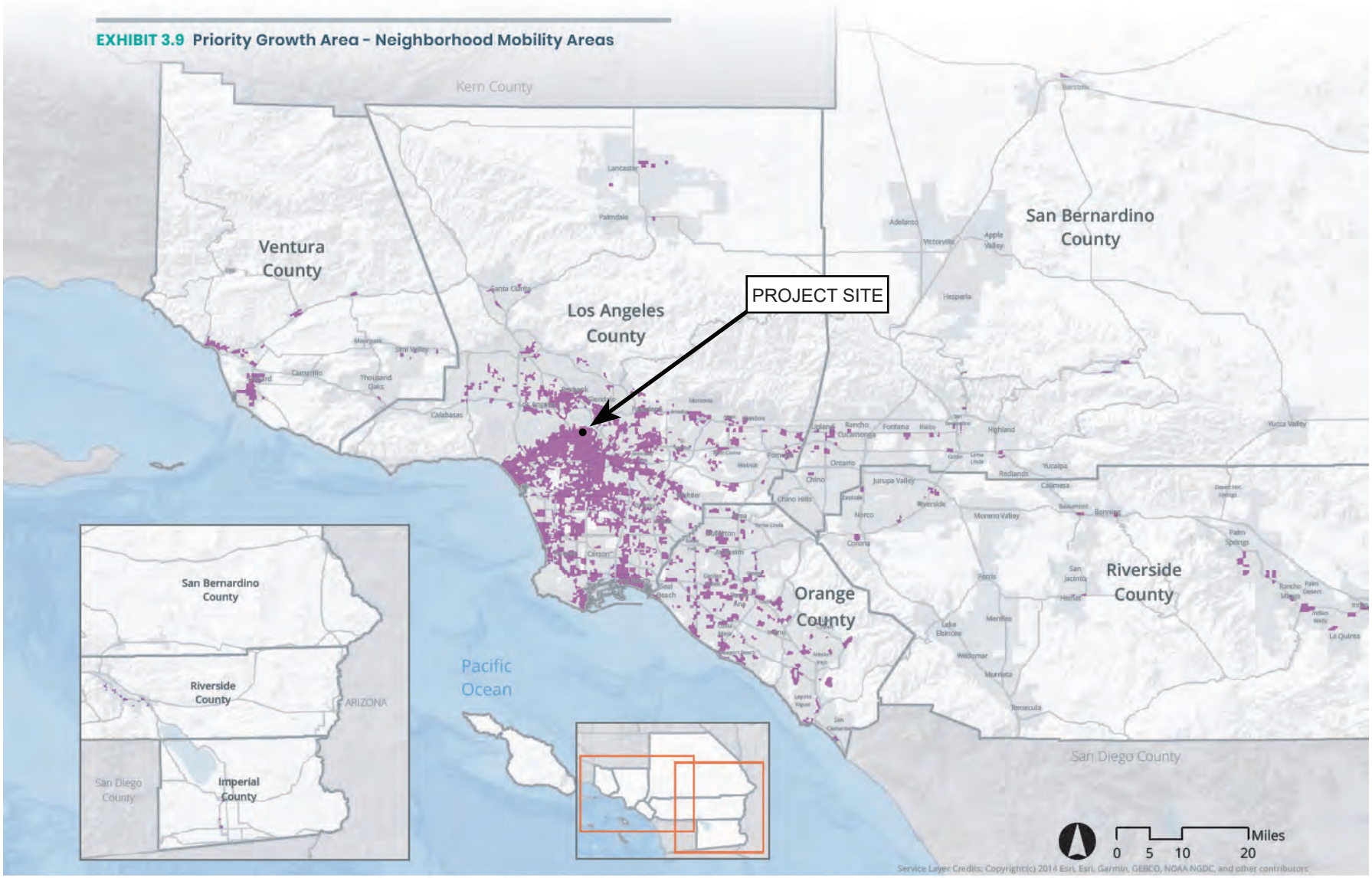
HQTA

Source: County Transportation Commissions, SCAG, 2019

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: SCAG Connect SoCal, September 3, 2020.

Figure 3.2
Connect SoCal High Quality Transit Areas (2045)



Neighborhood Mobility Areas (NMA)

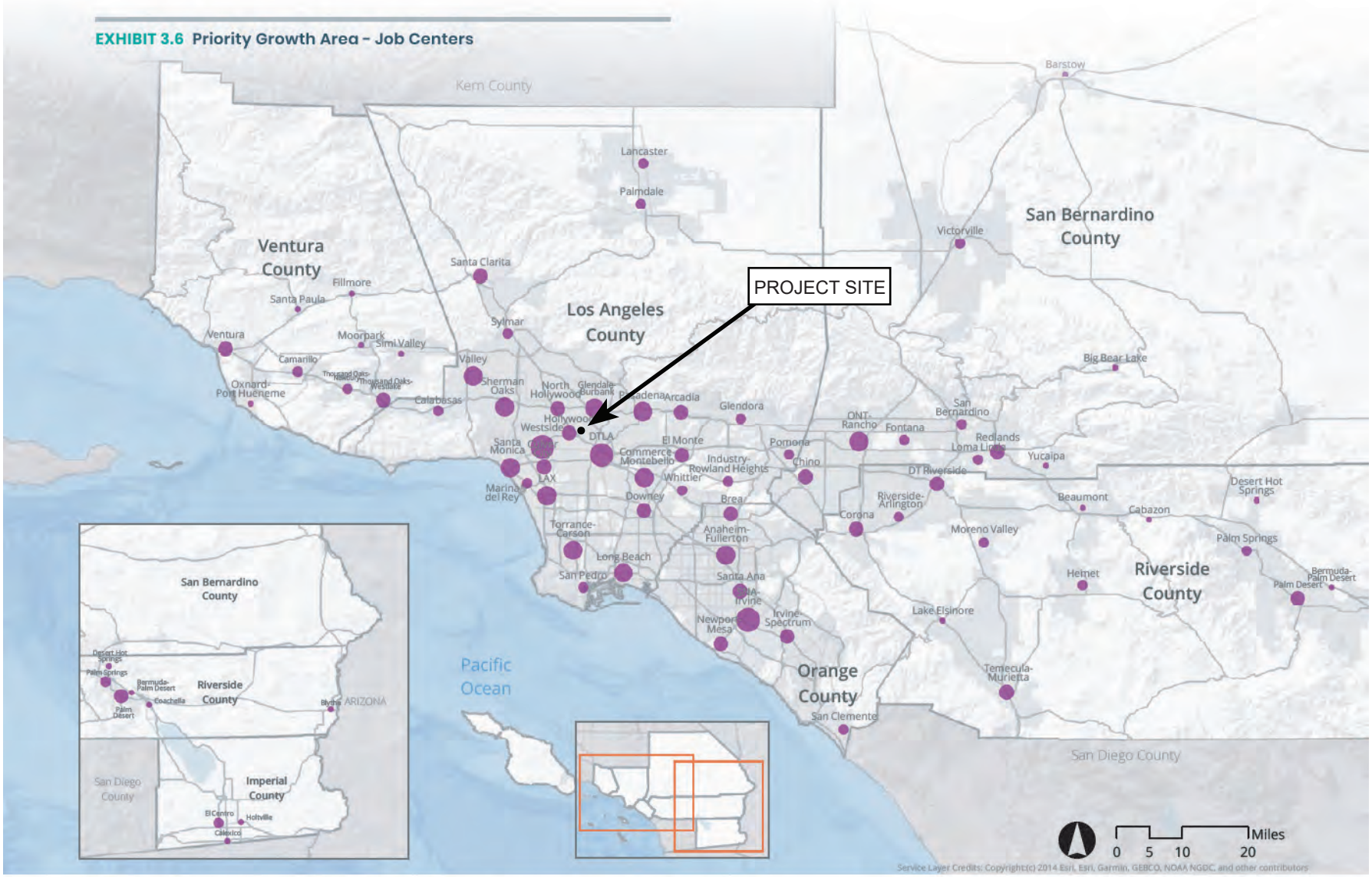
NMA

Source: SCAG, 2019

Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.

Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.3
Connect SoCal Neighborhood Mobility Areas



SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

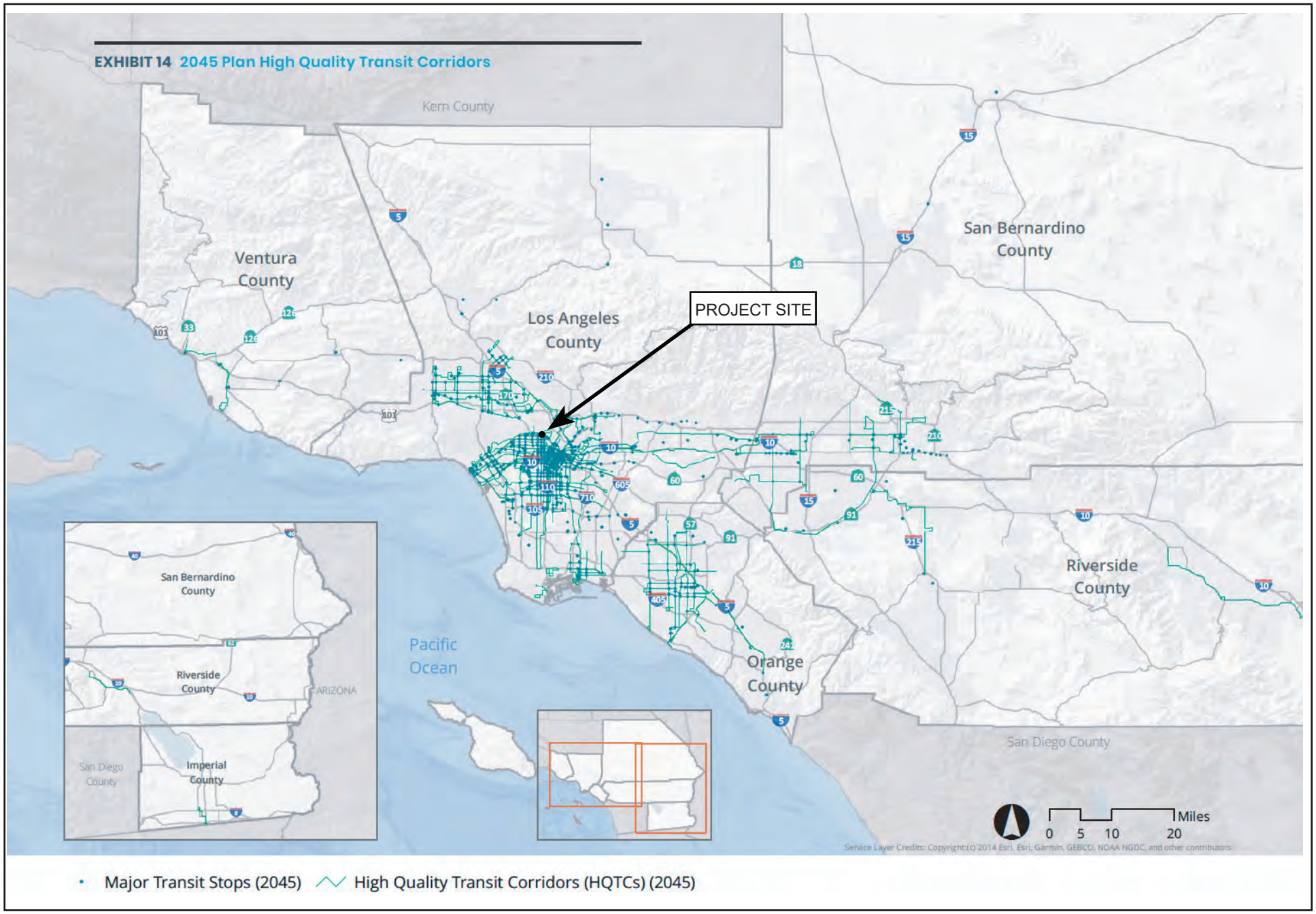
- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

Source: SCAG, 2019

Notes:
(1) Centers are areas with denser employment than their surroundings.
(2) Dots represent the total employment in each center, not center boundaries.
(3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.4
Connect SoCal Job Centers



Source: SCAG Connect SoCal, Transit Technical Report, September 3, 2020.

Figure 3.5
Connect SoCal High Quality Transit Corridors (2045)

Consistent with the 2020 RTP/SCS's general use designation, density, and building intensity for NMAs, the Proposed Project would develop new multi-family residential housing in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Proposed Project would also encourage "walkability" by locating a housing development near existing retail, transit, and employment. Also, the Proposed Project would include 21 bicycle parking stalls, which would encourage bicycling as a form of transportation and exercise.

This type of transit- and neighborhood-oriented housing development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Proposed Project is consistent with SCAG's land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Proposed Project would be consistent with the land use, density, and intensity of development specified in the 2020 RTP/SCS for projects within PGAs, including those projects within or adjacent to HQTAs, Job Centers, HQTCs, and NMAs.

In addition, the population growth anticipated for the Proposed Project is consistent with the growth forecasted by the 2020 RTP/SCS. Based on the regional growth projections in Connect SoCal, the City of Los Angeles had an estimated permanent population of approximately 3,933,800 persons and approximately 1,367,000 residences in 2016. By the year 2045, SCAG forecasts that the City of Los Angeles will increase to 4,771,300 persons (or a 21% increase since the year 2016) and approximately 1,793,000 residences (or a 31% increase since the year 2016). SCAG's population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2016 and 2045 are further summarized in Table 3.1, below.

The Proposed Project is an infill development project within the Hollywood Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.7 million persons by 2045. As shown in Table 3.1, below, SCAG population and housing projections from 2016 through 2045 envisions a population growth of 837,500 additional persons (an approximate 21% growth rate) in the City of Los Angeles and 3,672,000 additional persons (an approximate 19% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase by 426,000 households, or approximately 31% between 2016 and 2045. The number of households within the SCAG Region is anticipated to increase by 1,621,000 households, or approximately 27% between 2016 and 2045. The number of employment opportunities is anticipated to increase by 287,600 jobs (approximately 16%) in the City of Los Angeles between 2016 and 2045, and the SCAG Region is anticipated to increase by 1,660,000 jobs (approximately 20%) between 2016 and 2045.

Table 3.1
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	3,933,800	4,771,300	21%
Los Angeles County	10,110,000	11,674,000	15%
SCAG Region	18,832,000	22,504,000	19%
Households			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,367,000	1,793,000	31%
Los Angeles County	3,319,000	4,119,000	24%
SCAG Region	6,012,000	7,633,000	27%
Employment			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,848,300	2,135,900	16%
Los Angeles County	4,743,000	5,382,000	13%
SCAG Region	8,389,000	10,049,000	20%

Source: SCAG, Connect SoCal, Demographics and Growth Forecast Appendix, Table 13 – County Forecast of Population, Households, and Employment and Table 14 – Jurisdiction-Level Growth Forecast, adopted September 3, 2020.

Based on the community's current household demographics (e.g., an average of 2.25 persons per multi-family household for the City of Los Angeles), the construction of 41 additional residential dwelling units would result in an increase in approximately 93 net permanent residents in the City of Los Angeles.[4] The proposed increase in housing units and population would be consistent with SCAG's forecast of 426,000 additional households, approximately 837,500 persons, and 287,600 jobs in the City of Los Angeles between 2016 and 2045. As such, the Proposed Project would not cause growth (i.e., new housing) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout or that would result in an adverse physical change in the environment.

Applicable Policies Specified for the Project Area

The Proposed Project is consistent with SCAG's growth projections for the City of Los Angeles, which supports the conclusion that the Proposed Project is consistent with SCAG policies. Refer Section 4, Initial Study Checklist and Sustainable Communities Environmental Assessment, Checklist Question XIV(a) Population and Housing, for a discussion on the Proposed Project's consistency with SCAG's population and housing growth. The Proposed Project would be

[4] *Based on the LADOT"s City of Los Angeles VMT Calculator Documentation Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

consistent with applicable goals and guiding principals presented within SCAG's Connect SoCal. Refer to Table 3.2 below for the Proposed Project's consistency analysis.

Table 3.2
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
Goal 1 Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	**No Conflict.** The Project Site is located in a highly urbanized area of the City of Los Angeles. The Proposed Project would develop 41 dwelling units within a within a High Quality Transit Area (HQTA), as defined by SCAG, and a Transit Priority Area (TPA), as defined by SB 743. The Project Site is located less than one-half mile from one Metro Station, the Hollywood/Western Station, which services the Metro Red Line. The Proposed Project would provide residents with convenient access to public transit and opportunities for walking and biking. Furthermore, the Proposed Project would be subject to the site plan review requirements of the City of Los Angeles and work with the Department of Building and Safety, Department of Transportation, and the Los Angeles Fire Department to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways and pedestrian walkways. Thus, the location of the Proposed Project encourages a variety of transportation options and access and therefore, would not conflict with this Goal.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	**No Conflict.** This goal is directed towards SCAG and does not apply to the Proposed Project. Nevertheless, the Proposed Project would support this Goal such that the Proposed Project would be subject to the site plan review requirements of LADOT and work with the Department of Building and Safety, Department of Transportation, and the Los Angeles Fire Department to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways and pedestrian walkways. As discussed further in Checklist Question XVII(b), Transportation, of this SCEA, the Proposed Project would result in a less than significant VMT impact. As such, the Proposed Project would not conflict with Connect SoCal's goals and policies related to a sustainable regional transportation system.
Goal 4 Increase person and goods movement and travel choices within the transportation system.	**No Conflict.** The Proposed Project includes 41 multi-family residential units. Given the Proposed Project's location close to transit, the Proposed Project would encourage the utilization of transit as a mode of transportation to and from the Project area. The Proposed Project would improve the public sidewalks adjacent to Project Site and to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide 21 bicycle spaces to

Table 3.2
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	promote travel by bicycle. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by providing housing near transit. Moreover, as discussed in Section XVII, Transportation, of this SCEA, the Proposed Project would not create a significant impact to the surrounding circulation with the incorporation of recommended project design features.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	**No Conflict.** The Proposed Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As discussed further in Section III, Air Quality, operational emissions and greenhouse gas emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections VI, Energy, and VIII, Greenhouse Gas Emissions, the Proposed Project would comply with all regulations and policies aimed at reducing energy and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Therefore, the Proposed Project would not conflict with this Goal.
Goal 6 Support healthy and equitable communities.	**No Conflict.** As stated above, the Project Site is located in a highly urbanized area of the Hollywood community within a HQTA and a TPA. The Project Site is located less than one-half mile from one Metro Station, the Hollywood/Western Station. The Proposed Project would provide residents with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units near mass transit and in close proximity to services, retail stores, and employment opportunities, which would allow residents to live and work in the City. The location of the Proposed Project encourages a variety of transportation options and access to community services. Therefore, the Proposed Project would not conflict with this Goal.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**No Conflict.** This Goal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. Nevertheless, the Proposed Project would develop 41 dwelling units within a HQTA 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 Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would increase multi-family residential uses in transit-rich areas near services, retail, and employment opportunities. Thus, the Proposed Project would adapt to the changing land use and growth

Table 3.2
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	patterns of the local area. Therefore, the Proposed Project would not conflict with this Goal.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**No Conflict.** This Goal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. No further discussion is required.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**No Conflict.** The Proposed Project would provide a variety of dwelling units of different sizes and configurations that would be available at market rate and affordable rate. The Proposed Project is increasing the housing choices available in the Hollywood area. As stated above, the Project Site is located in a highly urbanized area of the Hollywood Community within a HQTA and TPA. The Project Site is located less than one-half mile from one Metro Station, the Hollywood/Western Station. The Proposed Project would provide residents with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units near mass transit and in close proximity to services, retail stores, and employment opportunities. Thus, the Proposed Project would provide diverse housing types and encourages a variety of transportation options and access and therefore, would not conflict with this Goal.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable.** This Goal is not applicable to the Proposed Project since the Project Site does not contain any natural or agricultural lands. No further discussion is required.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**Not Applicable.** This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. No further discussion is required.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	**Not Applicable.** This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. No further discussion is required.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**No Conflict.** This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. Nevertheless, the Proposed Project would develop 41 dwelling units near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would increase multi-family residential uses in transit-rich areas near services, retail, and employment opportunities. Thus, the Proposed Project would adapt to the changing land use and growth patterns of the local area. Therefore,

Table 3.2
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	the Proposed Project would not conflict with this Guiding Principle.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	**Not Applicable.** This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupant vehicles. Nevertheless, the Proposed Project is located within a HQTA and a TPA. The Proposed Project would support public transportation and other alternative methods of transportation (e.g., walking and biking). Therefore, the Proposed Project would not conflict with this Guiding Policy.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**No Conflict.** This Guiding Principle is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. However, this relates to the Connect SoCal Goal 5, above. The Proposed Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Section III, Air Quality, air quality emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections VI, Energy, and VIII, Greenhouse Gas Emissions, the Proposed Project would comply with all regulations and policies aimed at reducing energy consumption and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Therefore, the Proposed Project would not conflict with this Guiding Principle.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable.** This Guiding Principle is directed towards SCAG and does not apply to the Proposed Project. No further discussion is required.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable.** This Guiding Principle is directed towards SCAG and does not apply to the Proposed Project. No further discussion is required.
Core Vision Topic 1: Sustainable Development 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.	**No Conflict.** The Proposed Project places residential land uses within ½-mile of major transit stops along Western Avenue and Hollywood Boulevard, which will encourage use of public transportation and result in improvements in air quality and reductions in greenhouse gas emissions. The Proposed Project would place new residential uses in a HQTA and a TPA, which will bring housing, jobs, and mass transit closer together.
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.	**Not Applicable.** This topic addresses the maintenance of existing roadways and is not applicable to the Proposed Project.

Table 3.2
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety.	
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.	**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 Proposed Project would support demand management strategies by increasing mass transit use and would not conflict with this Core Vision Topic.
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.	**No Conflict.** The Proposed Project is a transit-oriented residential project that supports this Core Vision Topic of fostering developing in transit-oriented communities and meeting mobility and sustainability goals.
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.	**No Conflict.** The Proposed Project supports increasing mobility choices by placing housing near to a variety of mass transit options and improvements that promote walking, bicycle use, and ride-sharing. The Proposed Project also meets greenhouse gas reduction targets. As such, the Proposed Project would not conflict with this Core Vision Topic.
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.	**No Conflict.** This topic addresses the movement of goods and is not applicable to the development of new housing. Nonetheless, the Project Site's location near a variety of mass transit options would minimize environmental and health impacts, which would indirectly foster continued economic growth and not conflict with this Core Vision Topic.
Sustainable Communities Strategy 1 Focus Growth Near Destinations & Mobility Options.	**No Conflict.** As stated previously, the Proposed Project would develop multi-family residential within a HQTA and a TPA. The Proposed Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Proposed Project is consistent with this strategy.
Sustainable Communities Strategy 2 Promote Diverse Housing Choices.	**No Conflict.** The Proposed Project includes 41 multi-family dwelling units. Of the 41 residential dwelling units, the unit mix would include 7 studio units and 34 one-bedroom units. Additionally, 5 units would be reserved for habitation by Extremely Low Income households. Further, the Proposed Project would locate multi-family residential uses in close proximity to public transportation, thus providing housing and jobs near

Table 3.2
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	transit. The Proposed Project would also include 21 bicycle parking spaces in compliance with LAMC requirements. Thus, development of the Proposed Project would support a reduction in greenhouse gas emissions. Moreover, as discussed in Section 4, Checklist Question XVII(b), the Proposed Project would not create a significant impact with respect to increased VMTs. Thus, the Proposed Project would not conflict with this strategy.
Sustainable Communities Strategy 3 Leverage Technology Innovations.	**Not Applicable.** This strategy is directed towards SCAG and does not apply to the Proposed Project.
Sustainable Communities Strategy 4 Support Implementation of Sustainability Policies.	**Not Applicable.** This strategy is directed towards SCAG and does not apply to the Proposed Project.
Sustainable Communities Strategy 5 Promote a Green Region.	**Not Applicable.** This strategy is directed towards SCAG and does not apply to the Proposed Project. However, this relates to the Connect SoCal Goal 5, above. See response to Connect SoCal Goal 5 and Guiding Principle 5, above.
Source: Southern California Association of Governments, Connect SoCal (2020-2045 RTP/SCS), September 2020. *Parker Environmental Consultants, 2022.*	

Consistency with Criterion #2

The Proposed Project contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent non-residential uses, a floor area ratio of not less than 0.75.

The Proposed Project includes the construction of a total floor area of 44,366 square feet. The Proposed Project includes 41 dwelling units, which would comprise of 100 percent of the total floor area. As such, the Proposed Project would be consistent with this Criterion.

Consistency with Criterion #3

The Proposed Project provides a minimum net density of at least 20 units per acre.

The Project Site is approximately 0.44 acres before street easements and dedications. The Proposed Project includes 41 dwelling units; as such, the Proposed Project provides approximately 93 dwelling units per acre. As such, the Proposed Project would be consistent with this Criterion.

Consistency with Criterion #4

The Proposed Project is within one-half mile of a Major Transit Stop or High-Quality Transit Corridor included in a regional transportation plan.

PRC Section 21155 (b) defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Public Resources Code Section 21099 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." Public Resources Code 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 21155 (b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is located less than one-half mile from the intersection of one Metro Station, the Hollywood/Western Station. The Hollywood/Western Station, located at the intersection of Hollywood Boulevard and Western Avenue, services the Metro Red line, which runs at a frequency of less than 15 minutes during the morning and afternoon peak commute periods. Moreover, Connect SoCal identifies the Project Site as being within a HQTA. Therefore, the Proposed Project is located within a high-quality transit corridor. The Proposed Project is consistent with this Criterion.

C. SB 375 Streamlining Benefits

Pursuant to PRC Section §21155.2(a), if the Proposed Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to PRC Section 21081, shall be eligible for either the provisions of subdivision (b) sustainable communities' environmental assessment or (c) limited analysis EIR. The Proposed Project would follow subdivision (b), and the Proposed Project would be reviewed through a sustainable communities' environmental assessment (SCEA), which provides streamlining benefits.

PRC Section §21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts of the Transit Priority Project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has

been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable.

As such, the streamlining benefits for the Proposed Project include:

1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports shall not be treated as cumulatively considerable for the Proposed Project (PRC Section §21155.2(b)(1));

2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section §21159.28(a)); and

3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the Proposed Project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section §21159.28(a);

4. Reduced density alternatives are not required to be referenced, described, or discussed to address the effects of car and light-duty truck trips generated by the Proposed Project (Public Resources Code Section 21159.28(b)).

The City of Los Angeles, Department of City Planning will incorporate all applicable streamlining benefits in the environmental review of the Proposed Project.

D. Scope of Analysis

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the Transit Priority Project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA is also required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. As such, this SCEA analyzes the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

E. Incorporation of Applicable Mitigation Measures from Prior EIRs

Public Resources Code Section 21151.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including the Connect SoCal Certified Final Program Environmental Impact Report for Southern California Association of Governments in May 2020 (Connect SoCal PEIR) and the September 2020 RTP/SCS PEIR Addendum.

The Mitigation Monitoring and Reporting Program for the Connect SoCal PEIR (SCAG MMRP) includes project-level mitigation measures that are required of a development project. The SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The City has complied with PRC Section 21151.2 by reviewing all of the suggested mitigation measures in the SCAG MMRP and reviewed them for imposition on the Proposed Project. No mitigation measures were imposed if the Proposed Project was found to be in substantial compliance with the mitigation measure as proposed or if the SCAG MMRP mitigation measure was found not to be applicable. If the Proposed Project was not found to be in substantial compliance or the mitigation measure was found applicable, the City considered whether to use the SCAG MMRP mitigation measure or an equally effective City mitigation measure (including the mitigation measures developed for the SCEA prepared for the Proposed Project). The City's analysis is found in Table 3.3 below.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Aesthetics *Scenic Vista / Scenic Resources*	**PMM-AES-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g. railings rather than walls)	**This Mitigation Measure is not incorporated into the Proposed Project.** As set forth above, Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Furthermore, the City has determined, based on the analysis of this topic in **Checklist Question I in Section 4** of this SCEA that the Proposed Project's impacts would not have an adverse aesthetic effect.
Aesthetics *Visual Character / Quality of Public Views, Conflict with Zoning*	**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	**This Mitigation Measure is not incorporated into the Proposed Project.** As set forth above, Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential,

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: • use transparent panels to preserve views where sound walls would block views from residences; • use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; • construct sound walls of materials whose color and texture complements the surrounding	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." Furthermore, the City has determined, based on the analysis of this topic in **Checklist Question I in Section 4** of this SCEA that the Proposed Project's impacts would not have an adverse aesthetic effect.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	landscape and development; g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	
Aesthetics *Light / Glare / Shade*	**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: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative 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.	**This Mitigation Measure is not incorporated into the Proposed Project.** As Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Furthermore, the City has determined, based on the analysis of this topic in **Checklist Question I in Section 4** of this SCEA that the Proposed Project's impacts would not have an adverse aesthetic effect.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Agriculture and Forestry *Conversion of Farmland to Non-Ag Use*	**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: a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	**This Mitigation Measure is not incorporated into the Proposed Project.** The City determined, based on the analysis of this topic in **Checklist Question II in Section 4**, that the Proposed Project would not result in potentially significant impacts to agriculture and forestry.
Agriculture and Forestry *Potential to Conflict with Zoning for Ag Use, Williamson Act Contract*	**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: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not zoned for agricultural production, there is no farmland on the Project Site, and there are no Williamson Act Contracts in effect for the Project Site. As noted above, the Project Site, as it currently exists, is fully developed with an auto service center and multi-family residential building. Additionally, the City determined, based on the analysis of this topic in **Checklist Question II in Section 4**, that the Proposed

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Topic	Measure	Applicability to the Project
	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.	Project would not result in potentially significant impacts to agriculture and forestry.
Agriculture and Forestry *Conflict with Ag Zoning, Rezoning of Forest Land / Loss of Forest Land to Non-Forest Use*	**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: 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.	**This Mitigation Measure is not incorporated into the Proposed Project.** No farmland, forest land, or agricultural activity exists on or in the vicinity of the Project Site. The Project Site, as it currently exists, is fully developed with an auto service center and multi-family residential building. Additionally, the City determined, based on the analysis of this topic in **Checklist Question II in Section 4**, that the Proposed Project would not result in potentially significant impacts to agriculture and forestry.
Agriculture and Forestry *Conversion of Farmland to Non-Ag Use, Conversion of Forest land to Non-Forest Use*	**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: 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	**This Mitigation Measure is not incorporated into the Proposed Project.** No farmland, forest land, or agricultural activity exists on or in the vicinity of the Project Site. The Project Site, as it currently exists, is fully developed with an auto service center and multi-family residential building. Additionally, the City determined, based on the analysis of this topic in **Checklist Question II in Section 4**, that the Proposed Project would not result in potentially significant impacts to agriculture and forestry.

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Topic	Measure	Applicability to the Project
	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. **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: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	
<u>Air Quality</u> *Violate AQ Standard / Cumulative Increase of Criteria Pollutant for Which Project is Non-Attainment / Expose Sensitive Receptors to Substantial*	**PMM-AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance.	**The Proposed Project would substantially conform to this Mitigation Measure.** As discussed in **Checklist Question III.b) (Air Quality) in Section 4** of this SCEA, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance with implementation of the below-listed regulatory compliance measures which have been identified by CARB and air district(s) and other agencies, to facilitate consistency with plans for attainment

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Topic	Measure	Applicability to the Project

Pollutant Concentrations	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 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.
	k) Ensure that all construction equipment is properly tuned and maintained.
	l) Minimize idling time to 5 minutes or beyond regulatory requirements – saves fuel and reduces emissions.
	m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
	n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
	o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference
		of the NAAQS and CAAQS, as applicable and feasible. Although no mitigation is required, compliance with the below-listed regulatory compliance measures substantially conform to this Mitigation Measure.
		
		• **RCM-AQ-1:** Air Quality (Demolition, Site Clearing, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
		  ○ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
		  ○ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
		  ○ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
		  ○ All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
		  ○ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
		  ○ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
		  ○ Trucks having no current hauling activity shall not idle but be turned off.
		• **RCM-AQ-2:** The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building

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Topic	Measure	Applicability to the Project
	from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts. p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors	demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). • **RCM-AQ-3:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. • **RCM-AQ-4:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards. • **RCM-AQ-5:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings. • **RCM-AQ-6:** The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt. • **RCM-AQ-7:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138. • **RCM-AQ-8:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

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Topic	Measure	Applicability to the Project
	should also consider including ZE/ZNE technologies where appropriate and feasible. r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects. t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: • Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. • Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. • Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w) As applicable for port projects, the following measures should be considered: • Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). • Develop interim performance	

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Topic	Measure	Applicability to the Project
	standards with a minimum amount of CHE replacement each year to ensure adequate progress • 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. • Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. • Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. • Encourage the participation in the Green Ship Incentives. • Offer incentives to encourage the use of on-dock rail. x) As applicable for rail projects, the following measures should be considered: • 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. y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. • 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	

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Topic	Measure	Applicability to the Project
	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. • 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. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: • 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%.	

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	• 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 greater and by a minimum of 20% for engines less than 50 hp.
	• 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:
	  o Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.
	  o 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.
	  o 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	

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	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 onsite, includes:
	  ○ Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
	  ○ Any problems with the equipment or emission controls.
	  ○ Certified copies of fuel deliveries for the time period that identify:
	  ▪ Source of supply
	  ▪ Quantity of fuel
	  ▪ 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:
	• 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 Energy Star and Other Climate Protection Partnerships Annual Reports.)	

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Topic	Measure	Applicability to the Project

	• Install higher efficacy public street and area lighting
	• Limit outdoor lighting requirements
	• Replace traffic lights with LED traffic lights
	• Establish onsite 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 block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.
	• Provide traffic calming measures, such as:
	  ○ Marked crosswalks
	  ○ Count-down signal timers
	  ○ Curb extensions
	  ○ Speed tables
	  ○ Raised crosswalks
	  ○ Raised intersections
	  ○ Median islands
	  ○ Tight corner radii
	  ○ Roundabouts or mini-circles
	  ○ On-street parking
	  ○ 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:
	  ○ Elimination (or reduction) of minimum parking requirements
	  ○ Creation of maximum parking requirements
	  ○ Provision of shared parking	

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Topic	Measure	Applicability to the Project

	• Require residential area parking permit
	• Provide ride-sharing programs
	  ○ Designate a certain percentage of parking spacing for side sharing vehicles
	  ○ Designating adequate passenger loading and unloading and waiting areas for side-sharing vehicles
	  ○ Providing a web site or messaging board for coordinating rides
	  ○ Permanent transportation management association membership and finding requirement.	

Biological Resources
Adverse Effect on Candidate, Sensitive, or Special Status Species
	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:
	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:
	  I. Impact minimization strategies
	  II. Contribution of in-lieu fees for in-kind conservation and mitigation efforts
	  III. Use of in-kind mitigation bank credits
	  IV. Funding of research and recovery efforts
		This Mitigation Measure is not applicable to the Proposed Project. The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with an auto service center and multi-family residential building.
		
		The Proposed Project would include the removal and replacement of up to two trees on the Project Site. To clarify steps that the Project would take to ensure regulatory compliance with the Migratory Bird Treaty Act and California Fish and Game Code, the Proposed Project would implement the following Regulatory Compliance Measures, which would require a nesting bird survey be conducted in the event any tree trimming or tree removal activities occur during the nesting season, to avoid potentially significant effects related to nesting native birds that are in the jurisdiction and responsibility of the City:
		
		• **RCM-BIO-1** Habitat Modification (Nesting Native Birds)
		  ○ Proposed project activities (including disturbances to native and non-native

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Topic	Measure	Applicability to the Project
	V. Habitat restoration VI. Establishment of conservation easements VII. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field	vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). ○ If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall: ○ Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. ○ If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31. ○ Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area. ○ The applicant shall record the results of the recommended protective measures

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Topic	Measure	Applicability to the Project
	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.	described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
Biological Resources *Adverse Effect on Riparian Habitat or Other Sensitive Natural Community*	**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: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Additionally, the City determined, based on the analysis of this topic in **Checklist Question IV in Section 4**, that the Proposed Project would not result in potentially significant impacts to biological resources.

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Topic	Measure	Applicability to the Project
	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-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. 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. 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	

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Topic	Measure	Applicability to the Project
	Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
Biological Resources *Adverse Effect on State or Federally Protected Wetlands*	**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: a) Require project design to avoid federally protected aquatic resources consistent	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not located on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Additionally, the City determined, based on the analysis of this topic in **Checklist Question IV in Section 4**, that the Proposed Project would

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Topic	Measure	Applicability to the Project
	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 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	not result in potentially significant impacts to biological resources.

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Topic	Measure	Applicability to the Project
	for the three sources of compensatory mitigation: • Permittee-responsible mitigation • Contribution of in-kind in-lieu fees • Use of in-kind mitigation bank credits • Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: • Avoidance • Impact Minimization • On-site alternatives • Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.	
<u>Biological Resources</u> *Interfere with the Movement of Species, Migratory Wildlife Corridors, Impede Use of Native Wildlife Nursery*	**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: 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	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, or native wildlife nursery sites. The Project Site is improved with an auto service center and multi-family residential building and is located in an urbanized area of the City. Additionally, the City determined, based on the analysis of this topic in **Checklist Question IV in Section 4**, that the Proposed Project would not result in potentially significant impacts to biological resources

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Topic	Measure	Applicability to the Project
	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 could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor	

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Topic	Measure	Applicability to the Project
	redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: • Wildlife movement buffer zones • Corridor realignment • Appropriately spaced breaks in center barriers • Stream rerouting • Culverts • Creation of artificial movement corridors such as freeway under- or overpasses • Other comparable measures p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to	

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Topic	Measure	Applicability to the Project
	benefit pollinators with a focus on native plants. 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. s) Reducing lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to: • 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 and limit light onto adjacent properties. t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to: • 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 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,	

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Topic	Measure	Applicability to the Project
	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, and 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, 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 • 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.	

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	v) Create corridor redundancy to help retain functional connectivity and resilience.	
Biological Resources *Conflict with Local Policies or Ordinances Protecting Biological Resources*	**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: a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is completely paved and developed, and no significant vegetation exists, including protected trees. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. As such, none of the Mitigation Measures that pertain to local policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance, are applicable. The Proposed Project would include the removal and replacement of up to two trees. To clarify steps that the Proposed Project would take to ensure regulatory compliance with the Migratory Bird Treaty Act and California Fish and Game Code, the Proposed Project would implement Regulatory Compliance Measure RCM-BIO-1, which would require a nesting bird survey be conducted in the event any tree trimming or tree removal activities occur during the nesting season.

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Topic	Measure	Applicability to the Project
	protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local 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	

Table 3.3
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Topic	Measure	Applicability to the Project
	regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: • Avoidance strategies • Contribution of in-lieu fees • Planting of replacement trees • Re-landscaping areas with native vegetation post-construction • Other comparable measures developed in consultation with local agency and certified arborist.	
Biological Resources *Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, Local, Regional, or State Habitat Conservation Plan*	**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: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would	**This Mitigation Measure is not incorporated into the Proposed Project.** No locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, none of the Mitigation Measures that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the Proposed Project. Additionally, the City determined, based on the analysis of this topic in **Checklist Question IV in Section 4**, that the Proposed Project would not result in potentially significant impacts to biological resources.

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Topic	Measure	Applicability to the Project
	include the measures outlined in SMM-BIO-2, where applicable.	
Cultural Resources *Cause Adverse Change in Significance of Historical Resource / Cause Adverse Change in Significance of Archaeological Resource*	**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: 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. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: • Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization,	**The Proposed Project would substantially conform to this Mitigation Measure.** The Project does not involve and will not affect any historic resources. Consistent with PMM CULT-1, a cultural resources records search was conducted in August 2020 by the South Central Coastal Information Center (SCCIC), which included a review of all recorded archaeological and built-environment resources on file for the Project Site and a ¼-mile radius. As indicated in the SCCIC Records Search, (see Appendix I to this SCEA), no archaeological resources or built-environment resources were discovered within the Project Site. While no known resources have been recorded within the Project Site, the records search does not preclude the possibility that surface or buried artifacts might be found during ground-disturbing activities. Therefore, if an unexpected discovery should occur during project grading and soil excavation activities, compliance with the following regulatory compliance measure, which is consistent with the SCAG RTP/SCS Program EIR MM-CULT-1 in avoiding potential impacts to inadvertent finds of historic or archeological cultural resources, would ensure that the Proposed Project would not have a significant impact on historic or archaeological cultural resources: • **RCM-CR-1** Archaeological Resources. In the event that archaeological resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the Proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional

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Topic	Measure	Applicability to the Project
	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. • Wherever feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and	work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. Consistent with the recommendations of PMM CULT-1(h) and (i), SWCA was retained to conduct a review of available evidence for known tribal cultural resources within the Project site and analyzes the likelihood (i.e., sensitivity) for as-yet unknown tribal cultural resources that could be present in the Project site as buried archaeological deposits. While the focus of this assessment focused on identifying Tribal Cultural Resources as addressed below in **Checklist Question XVIII in Section 4** of this SCEA, the findings and recommendations satisfy the recommendation and guidance under PMM CULT-1. As concluded in the Tribal Cultural Resources Assessment, there are no recorded archaeological or tribal cultural resources within the Project Site. However, LAN-1096, which is listed locally as Historical Cultural Monument (HCM) #112 and described as a "Gabrielino Indian Site," is mapped within an outdoor recreation area referred to as the Ferndell Nature Museum approximately 0.25-miles north of the Project Site. Based on these findings, SWCA considers the Project site to have moderate sensitivity for buried and as-yet unidentified tribal cultural resources. As such, the following mitigation measure is recommended consistent with the guidance provided in PMM CULT-1 subsection (j): • **MM-CR-1 (Archaeological Resources).** The Project Applicant shall retain an archaeological 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 Secretary of Interior's Professional Qualification Standards. If any suspected archaeological objects or artifacts are encountered during the course of any ground

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Topic	Measure	Applicability to the Project
	Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and	disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-1. In the event any suspected human remains are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-2. In the event any suspected tribal cultural resources are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-TRC-1, which includes stopping all work in the area of the discovery and contacting all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project. Compliance with regulatory compliance measure RCM CR-1 and RMC-CR-2, and Project Mitigation Measure MM CR-1, substantially conforms to SCAG's Mitigation Measure PMM CULT-1 and would reduce any potentially significant impacts to less than significant levels.

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Topic	Measure	Applicability to the Project
	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. j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the	

Table 3.3
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Topic	Measure	Applicability to the Project
	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 k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	
Cultural Resources *Disturb Human Remains, Including Those Interred Outside Cemeteries*	**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	**The Proposed Project already substantially conforms with this Mitigation Measure through compliance with Regulatory Compliance Measures.** It is not anticipated that the Project Site will disturb human remains. However, if an unexpected discovery should

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Topic	Measure	Applicability to the Project
	feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: • Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available. • If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails	occur, compliance with the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies: • **RCM-CR-2** Cultural Resources (Human Remains): If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed: ○ Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays) ○ If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). ○ The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. ○ The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. ○ If the owner does not accept the descendant's recommendations, the

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	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.	owner or the descendent may request mediation by the NAHC. Compliance with the above-listed regulatory compliance measure substantially conforms to this Mitigation Measure and would reduce any potentially significant impacts.
Geology and Soils *Result in Substantial Soil Erosion or Loss of Topsoil*	**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 historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements 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	**The Proposed Project would substantially conform to this Mitigation Measure.** As described in Section 4.VII (Geology and Soils) below, the Proposed Project will not result in significant impacts with implementation of the following regulatory compliance measure(s), which are capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies: • **RCM-GEO-1** Geology (Erosion/Grading/ Short-Term Construction Impacts): The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. • **RCM-GEO-2** Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following: o Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion

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	stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity. ○ Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer. • **RCM-HYD-1** Hydrology (National Pollutant Discharge Elimination System General Permit): Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Although no mitigation is required, compliance with the above-listed regulatory compliance measures substantially conforms to this Mitigation Measure.
Geology and Soils *Destroy Unique Paleontological Resource or Site or Unique Geologic Feature*	**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	**The Proposed Project would substantially conform to this Mitigation Measure.** It is not anticipated that the Project Site contains unique paleontological resources or sites and unique geologic features. However, if unexpected discovery should occur compliance with the

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Topic	Measure	Applicability to the Project
	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: 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	following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features, are equal to or more effective than this mitigation measure: **RCM-GEO-3** Paleontological. Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and: • The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. • The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. • The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report. • Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum. Compliance with the above-listed regulatory compliance measure substantially conforms to this Mitigation Measure and would reduce any potentially significant impacts.

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	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.	

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	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.	
Greenhouse Gases *Generate GHG Emissions that May Have Significant Impact on Environment / Conflict with Applicable Plan, Policy, or Regulation*	**PMM-GHG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.	**The Proposed Project already substantially complies with this Mitigation Measure through compliance with Regulatory Compliance Measures**. The Proposed Project is subject to various regulatory compliance programs listed below, that are capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or the City of Los Angeles. The Proposed Project is subject to the LA Green Building Code and would incorporate various design measures that would serve to reduce the projects GHG emissions. The LA Green Building Code mandates energy conservation standards for building energy systems, mandates water conservation features and required solid waste reduction programs. In addition, the LA Green Building Code provides requirements for on-site electric vehicle charging stations, which would promote the use of alternative fuel or hybrid fuel vehicles. The Proposed Project would

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Topic	Measure	Applicability to the Project
	iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment. v) Use high-efficiency lighting and cooking devices. vi) Incorporate passive solar design. vii) Use high-reflectivity building materials and multiple glazing. viii) Prohibit gas-powered landscape maintenance equipment. ix) Install electric vehicle charging stations. x) Reduce wood burning stoves or fireplaces. xi) Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i) Use energy and fuel-efficient vehicles and equipment; ii) Deployment of zero- and/or near zero emission technologies; iii) Use lighting systems that are energy efficient, such as LED technology; iv) Use the minimum feasible amount of GHG-emitting construction materials; v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;	encourage transit use, carpooling, and bike-share as the Project Site is located in a transit rich environment and would incorporate bike parking and electric vehicle parking stalls pursuant to the LAMC. The Proposed Project's location on an infill lot in an area that is well served by light rail and bus services would greatly reduce residents and visitors dependence on automobiles, which would further serve to reduce GHG emissions. • **RCM-GHG-1** The Project must meet Title 24 2022 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the multi-family dwelling units. • **RCM-GHG-2** The Project is subject to construction and demolition waste recycling of at least 65 percent, per Section 4.408.1 of Title 24 Part 11, California Green Building Standards Code (CALGreen). In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. • **RCM-GHG-3** As mandated by the LA Green Building Code, the Project is required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. • **RCM-GHG-4** The Project must comply with the electric vehicle ready and electric vehicle charging requirements set forth in Ordinance No. 186,485. • **RCM-GHG-5** Greenhouse Gas Emissions (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the

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Topic	Measure	Applicability to the Project
	vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii) Incorporate design measures to reduce water consumption; ix) Use lighter-colored pavement where feasible; x) Recycle construction debris to maximum extent feasible; xi) Plant shade trees in or near construction projects where feasible; and xii) Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i) Promote transit-active transportation coordinated strategies; ii) Increase bicycle carrying capacity on transit and rail vehicles; iii) Improve or increase access to transit; iv) Increase access to common goods and services, such as groceries, schools, and day care; v) Incorporate affordable housing into the project; vi) Incorporate the neighborhood electric vehicle network; vii) Orient the project toward transit, bicycle and pedestrian facilities; viii) Improve pedestrian or bicycle networks, or transit service; ix) Provide traffic calming measures; x) Provide bicycle parking; xi) Limit or eliminate park supply; i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking. xii) Unbundle parking costs; xiii) Provide parking cash-out programs; xiv) Implement or provide access to commute reduction program;	Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified. • **RCM-GHG-6** The Project shall comply with City Ordinance No. 184,248 (effective June 2016) amended provisions of Articles 4 and 9 of Chapter IX of the LAMC which establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage. ○ Indoor Water Use. Pursuant to Section 99.04.303.4 of the LAMC, a 20% reduction in the overall use of potable water within a building shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the Los Angeles Building Standards. ○ Outdoor Water Use. Pursuant to Section 99.04.304.1, a water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent. Additionally, in new residential construction or building addition or alteration over 500 square feet of cumulative landscaped area, install irrigation controllers and sensors which include the criteria specified in Section 99.04.304.2 and meet manufacturer's recommendations. Furthermore, outdoor water metering, swimming pool covers, and exterior faucets are regulated under the LAMC Section 99.04.304 for outdoor water usage.

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	f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;	

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Topic	Measure	Applicability to the Project
	iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including construction or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. 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. m) Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks n) Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing. iii. Validating parking only for invited guests;	

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Topic	Measure	Applicability to the Project
	iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives.	
Hazards and Hazardous Materials *Create Significant Hazard through Routine Transport, Use, or Disposal of Hazardous Materials*	**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: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous	**The Proposed Project would substantially conform to this Mitigation Measure.** The City imposes the following Mitigation Measures which are consistent with the SCAG EIR Mitigation Measures as they are capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies: • **MM-HAZ-1** (Soil/Groundwater Monitoring and Remediation): Prior to construction of the Project's building foundations, the Applicant shall complete the Path to Closure Plan to the satisfaction of the Regional Water Quality Control Board (Case No. 900280216). The case closure shall indicate that the site is suitable for redevelopment with residential uses. • **MM-HAZ-2** (Construction Activity Near Schools: ○ The Applicant and contractors shall maintain ongoing contact with administrator of Immaculate Heart High School and Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from the administrators and guarantee that safe and convenient pedestrian and bus routes to the school be maintained. ○ The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. ○ There shall be no staging or parking of construction vehicles, including

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	Materials Business/Operations Plan should include the following: • The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. • The location of such hazardous materials. • An emergency response plan including employee training information. • A plan that describes the way these materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification	vehicles to transport workers on Franklin Avenue and Western Avenue, adjacent to the school. ○ Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on Franklin Avenue and Western Avenue, adjacent to the school, during school hours.

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	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.	
Hazards and Hazardous Materials *Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials into Environment*	**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: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of 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	**The Proposed Project would substantially conform to this Mitigation Measure.** The City imposes the following Mitigation Measure which is consistent with the SCAG EIR Mitigation Measures as it is capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies: • **MM-HAZ-1** (Soil/Groundwater Monitoring and Remediation): Prior to construction of the Project's building foundations, the Applicant shall complete the Path to Closure Plan to the satisfaction of the Regional Water Quality Control Board (Case No. 900280216). The case closure shall indicate that the site is suitable for redevelopment with residential uses.

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	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.	
Hazards and Hazardous Materials *Emit Hazardous Emissions, Handle Hazardous or Acutely Hazardous Materials, Substances, Waste within One-quarter Mile of Existing or Proposed School*	**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: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.	**The Proposed Project would substantially conform to this Mitigation Measure.** The City imposes the following Mitigation Measure which are consistent with the SCAG EIR Mitigation Measures as they are capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies: • **MM-HAZ-2** (Construction Activity Near Schools): ○ The Applicant and contractors shall maintain ongoing contact with administrator of Immaculate Heart High School and Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from the administrators and guarantee that safe and convenient pedestrian and bus routes to the school be maintained. ○ The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. ○ There shall be no staging or parking of construction vehicles, including vehicles to transport workers on Franklin Avenue and Western Avenue, adjacent to the school. ○ Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on Franklin

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		Avenue and Western Avenue, adjacent to the school, during school hours.
Hazards and Hazardous Materials *Located on Site Included on List of Hazardous Materials Sites*	**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: 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	**The Proposed Project would substantially conform to this Mitigation Measure.** The City imposes the following Mitigation Measure which is consistent with the SCAG EIR Mitigation Measures as it is capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies: • **MM-HAZ-1** (Soil/Groundwater Monitoring and Remediation): Prior to construction of the Project's building foundations, the Applicant shall complete the Path to Closure Plan to the satisfaction of the Regional Water Quality Control Board (Case No. 900280216). The case closure shall indicate that the site is suitable for redevelopment with residential uses.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately	

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (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	

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Hazards and Hazardous Materials *Impair or Interfere with Adopted Emergency Response Plan or Emergency Evacuation Plan*	**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: 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	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not located along a designated disaster route or an adopted emergency response or evacuation plan by the City or the County. Therefore, none of the Mitigation Measures that pertain to emergency response plans or evacuation plans are applicable to the Proposed Project. Furthermore, the City determined, based on the analysis of this topic in **Checklist Question IX in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to emergency evacuation plans.

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Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	
Hydrology and Water Quality *Violate Water Quality Standards or Waste Discharge Requirements, Degrade Surface or Groundwater Quality / Alter Drainage, Result in Substantial Erosion or Siltation On- or Off-Site / Alter Drainage, Increase Rate or Amount of Flooding On- or Off-Site / Alter Drainage, Create or Contribute Runoff Water, Provide Additional Polluted Runoff*	**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: 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	**The Proposed Project would substantially conform to this Mitigation Measure.** The Proposed Project is subject to the following regulatory compliance measures, which are capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies: • **RCM-HYD-1** Hydrology (National Pollutant Discharge Elimination System General Permit): Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. • **RCM-HYD-2** Hydrology (Stormwater Pollution (Demolition, Grading, and

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	Construction Activities)): Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. ○ Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. ○ All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. ○ Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible. ○ Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting. • **RCM-HYD-3** Hydrology (Standard Urban Stormwater Mitigation Plan): Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Los Angeles Sanitation and Environment, Department of Public Works.
Hydrology and Water Quality *Decrease Groundwater Supplies,*	**PMM-HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a	**The Proposed Project would substantially conform to this Mitigation Measure.** The Proposed Project is subject to the following

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Interfere with Groundwater Recharge / Alter Drainage, Increase Rate or Amount of Flooding On- or Off-Site / Alter Drainage, Create or Contribute Runoff Water, Provide Additional Polluted Runoff / Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan	project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	standard regulatory practices, which are capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies: • **RCM-HYD-4** Hydrology (Low Impact Development Plan): Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Sanitation and Environment Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. • **RCM-HYD-5** Hydrology (Best Management Practices): The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, which ever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
Hydrology and Water Quality *In Flood Hazard, Tsunami, or Seiche Zones, Risk Release of Pollutants Due to Project Inundation*	**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: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not located within a designated flood zone, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map. The City determined, based on the analysis of this topic in **Checklist Question X in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to flood hazards.

Table 3.3
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Topic	Measure	Applicability to the Project
	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.	
Land Use and Planning *Physically Divide Established Community*	**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: a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: • Selecting alignments within or adjacent to existing public rights of way. • Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: • Alignment shifts to minimize the area affected. • Reduction of the proposed right-of-way take to minimize the overall area of impact.	**This Mitigation Measure is not incorporated into the Proposed Project.** The City determined, based on the analysis of this topic in **Checklist Question XI in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to land use.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	• Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	
Land Use and Planning *Conflict with Applicable Land Use Plan, Policy, or Regulation*	**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 physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	**This Mitigation Measure is not incorporated into the Proposed Project.** The Proposed Project would not conflict with local and regional plans applicable to the Project Site. The City determined, based on the analysis of this topic in **Checklist Question XI in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to land use.
Mineral Resources *Loss of Availability of a Known Mineral Resource / Loss of Availability of Important Mineral Resource Recovery Site*	**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: a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1) Recycle and reuse building materials resulting from demolition,	**This Mitigation Measure is not incorporated into the Proposed Project.** The City determined, based on the analysis of this topic in **Checklist Question XII in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to mineral resources.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
Noise *Substantial Temporary or Permanent Increase in Ambient Noise in Excess of Standards*	**PMM-NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to	**The Proposed Project would substantially conform to this Mitigation Measure.** The Proposed Project is subject to the following regulatory compliance measures that avoid or reduce the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • **RCM-N-1** The Proposed Project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. • **RCM-N-2** The Proposed Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site

Table 3.3
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Topic	Measure	Applicability to the Project
	applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction 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	notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. Additionally, the City imposes the following Mitigation Measures that are consistent with the SCAG EIR Mitigation Measures as they will avoid or reduce the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: Increased Noise Levels (Demolition, Grading, and Construction Activities) **MM-N-1** Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday. **MM-N-2** The project contractor(s) shall employ noise minimization strategies when using mechanized construction equipment. To the maximum extent practical, demolition and construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable. **MM-N-3** The project contractor shall use power construction equipment with noise shielding and muffling devices to the extent available and feasible. The noise mufflers shall be consistent with manufacturers' standards and be equipped with all construction equipment, fixed or mobile.

Table 3.3
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Topic	Measure	Applicability to the Project
	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 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	**MM-N-4** The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 15 dBA reduction in sound level. Localized and portable sound enclosures shall be used to further significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up. **MM-N-5** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt. **MM-N-6** The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners and residences a minimum of two weeks prior to commencement of construction.

Table 3.3
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Topic	Measure	Applicability to the Project
	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) 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.	
<u>Noise</u> *Excessive Groundborne Vibration or Groundborne Noise Levels /*	**PMM-NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation	**The Proposed Project would substantially conform to this Mitigation Measure.** The City imposes Mitigation Measures MM-N-1 through MM-N-6, above, that are consistent with this

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Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Expose People to Excessive Noise Levels for Project within Private Airstrip or Airport Land Use Plan or within Two Miles of Public Airport	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.	SCAG EIR Mitigation Measure as they avoid or reduce the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies.
<u>Population and Housing</u> *Displacement of People or Housing, Necessitating Construction of Replacement Housing Elsewhere*	**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	**This Mitigation Measure is not incorporated into the Proposed Project.** The Proposed Project would consist of the development of new housing land uses on a site that is currently occupied by an auto service center and multi-family residential building. The Proposed Project would replace four dwelling units with 41 new dwelling units that would increase the

Table 3.3
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Topic	Measure	Applicability to the Project
	comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	housing stock in the area. The development of the Proposed Project would not cause a significant displacement of existing housing that would warrant housing elsewhere, and therefore, none of the suggested measures are applicable. As such, the City determined, based on the analysis of this topic in **Checklist Question XIV in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to population and housing.
Public Services Fire Services *Adverse Physical Impacts Associated with New or Physically Altered Fire Protection Facilities, Need for New or Altered Fire Protection Facilities*	**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: 1) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description. 2) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as	**This Mitigation Measure is not incorporated into the Proposed Project.** The City has determined that the following Regulatory Compliance Measure is equal to or more effective than this Mitigation Measure with respect to avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions: • **RCM-PS-1** Public Services (LAFD): The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan

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Topic	Measure	Applicability to the Project
	appropriate and applicable, to mitigate identified CEQA impacts. 3) 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.	shall include the following minimum design features: ○ Fire lanes, where required, shall be a minimum of 20 feet in width; ○ All structures must be within 300 feet of an approved fire hydrant; and ○ Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. • Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.
Public Services Police Services *Adverse Physical Impacts Associated with New or Physically Altered Police Facilities, Need for New or Altered Police Facilities*	**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: 1) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description. 2) 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. 3) 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	**The Proposed Project would substantially conform to this Mitigation Measure.** The City has determined, based on the analysis of this topic in **Checklist Question XV in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to emergency response facilities. Therefore, police protection response with existing facilities is therefore considered adequate, and Project impacts would not be significant. Additionally, the Proposed Project would implement the following project design features, which are consistent with the RTP/SCS PEIR Mitigation Measure as they avoid or reduce the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions: • **PDF-PS-1 Public Services (Police – Demolition / Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

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Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project

	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.	• **PDF-PS-2 Public Services (Police – Operation).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to surveillance cameras, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed.
		
		The Applicant will prepare a construction work site traffic control plan to address construction-related traffic impacts as required through PDF-TRAFFIC-2, below:
		
		• **PDF-T-1 Construction Management Plan.** A detailed Construction Management Plan, including street closure information, detour plans, haul routes, and staging plans, would be prepared and submitted to LADOT for review and approval. 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 should include the following elements as appropriate:
		  ○ Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
		  ○ Prohibition of construction worker or equipment parking on adjacent streets.
		  ○ Temporary pedestrian, bicycle, and vehicular traffic controls (i.e., flag persons) during all construction

Table 3.3
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Topic	Measure	Applicability to the Project
		activities adjacent to public rights-of-way to ensure traffic safety on public roadways. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety. o Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons). o Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets. o Potential sequencing of construction activity to reduce the amount of construction-related traffic on arterial streets. o Containment of construction activity within the Project Site boundaries. o Prohibition of construction-related vehicles/equipment parking on surrounding public streets. o Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate. o Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.
<u>Public Services</u> <u>Schools</u> *Adverse Physical Impacts Associated with New or Physically Altered Educational Facilities, Need for New Educational Facilities*	**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: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	**The Proposed Project would substantially conform to this Mitigation Measure.** As discussed in Section 4.15 (Public Services), the Proposed Project will comply with the following regulatory compliance measures that substantially conform to this Mitigation Measure and avoid or reduce the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions:

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		• **RCM-PS-2** Public Services (Schools): The Applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area. With implementation of this regulatory compliance measure, the Proposed Project would have no significant impacts and no mitigation is required.
Public Services Library Services *Adverse Impacts Associated with New or Physically Altered Library Facilities, Need for New or Physically Altered Library Facilities*	**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: 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.	**This Mitigation Measure is not incorporated into the Proposed Project.** The City has determined, based on the analysis of this topic in **Checklist Question XV in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact to libraries.
Recreation *Increased Use of Existing Parks or Other Recreational Facilities such that Deterioration Would Occur / Adverse Impacts Associated With New or Physically Altered Park Facilities, Need for New or Physically Altered Park Facilities / Include Recreational Facilities or Expansion of Recreation Facilities*	**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: 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	**The Proposed Project would substantially conform to this Mitigation Measure.** The Proposed Project would not result in significant impacts with implementation of the below-listed regulatory compliance measures and project design features that avoid or reduce the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Although no mitigation is required, compliance with the below-listed regulatory compliance measure substantially conforms to this Mitigation Measure: • **RCM-PS-3** Recreation (Increased Demand for Parks or Recreational Facilities): Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: i) Increasing the accessibility to natural areas for outdoor recreation ii) Utilizing "green" development techniques iii) Promoting water-efficient land use and development iv) Encouraging multiple uses, such as the joint use of schools v) Including trail systems and trail segments in General Plan recreation standards	Quimby fees for construction of dwelling units. Additionally, the Proposed Project would include 3,276 square feet of open space, including a recreation room, landscaping, and private balconies. These areas provide the opportunity for Project residents and visitors to gather.
Transportation, Traffic, and Safety *Conflict with or Be Inconsistent With CEQA Guidelines section 15064.3(b)*	**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: • 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: o include TDM mitigation requirements for new developments; o incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;	**The Proposed Project is not incorporated into the Proposed Project.** The City determined, based on the analysis of this topic in **Checklist Question XVII in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant transportation impact related to vehicle miles traveled.

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Topic	Measure	Applicability to the Project
	○ provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; ○ implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; ○ develop TDM-specific performance measures to evaluate project-specific and system-wide performance; ○ incorporate TDM performance measures in the decision-making process for identifying transportation investments; ○ implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and ○ set aside funding for TDM initiatives. ○ The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.	
Transportation, Traffic, and Safety *Result in Inadequate Emergency Access / Substantially Impair Adopted Emergency Response Plan or Emergency Evacuation Plan*	**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: a) Prior to construction, project implementation agencies can and should	**The Proposed Project would substantially conform to this Mitigation Measure.** The Approval of the Proposed Project's driveway would require separate review and approval and will need to be coordinated with DOT's Citywide Planning Coordination Section. Additionally, access will be reviewed by the LAFD to ensure the Proposed Project conforms to all applicable emergency evacuation plans, and other regional and local plans establishing access during emergencies.

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Topic	Measure	Applicability to the Project
	ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: • Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. • Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. • Scheduling of truck trips outside of peak morning and evening commute hours. • Limiting of lane closures during peak hours to the extent possible. • Usage of haul routes minimizing truck traffic on local roadways to the extent possible. • Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. • Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. • Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the	Further, the City determined, based on the analysis of this topic in **Checklist Question XVII in Section 4** of this SCEA, that the Proposed Project would not result in a potentially significant impact related to emergency access and emergency evacuation plans.

Table 3.3
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Topic	Measure	Applicability to the Project
	facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. • Storage of construction materials only in designated areas. • Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. • Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. • Enhance emergency preparedness awareness among public agencies and with the public at large.	
Tribal Cultural Resources *Cause Substantial Adverse Change in Significance of Tribal Cultural Resource*	**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: 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	**The Proposed Project would substantially conform to this Mitigation Measure**. Consistent with the recommendations of PMM CULT-1(h) and (i), SWCA was retained to conduct a review of available evidence for known tribal cultural resources within the Project site and analyzes the likelihood (i.e., sensitivity) for as-yet unknown tribal cultural resources that could be present in the Project site as buried archaeological deposits. As concluded in the Tribal Cultural Resources Assessment, there are no recorded archaeological or tribal cultural resources within the Project Site. However, LAN-1096, which is listed locally as Historical Cultural Monument (HCM) #112 and described as a "Gabrielino Indian Site," is mapped within an outdoor

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Topic	Measure	Applicability to the Project
	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.	recreation area referred to as the Ferndell Nature Museum approximately 0.25-miles north of the Project Site. The CHRIS and SLF searches both returned negative results for the presence of a known tribal cultural resource within the Project site. SWCA's archival research identified several former Native American village sites that were once located in the general vicinity, these include sites such as Maawnga, Yaanga, and Kaweenga, all of which are believed to have been more than 4 miles away. Site CA-LAN-1096 was identified in the CHRIS records search and is mapped approximately 0.25 miles northeast of the Project site. LAN-1096 is designated by the City's Office of Historic Resources (OHR) as Historic-Cultural Monument (HCM) No. 112, and is described as a "Gabrielino Indian Site," within the canyon referred to as "Mocohuenga," and was reportedly associated with a former spring therein. No specific details on the contents of the site or the circumstances of its identification were identified beyond those described in the HCM designation and signage originally created for the site. Historical maps confirm the location of several springs and seasonal streams once present along the south-facing foothills of the Santa Monica Mountains and in the vicinity of the Project Site. Based on these findings, SWCA considers the Project site to have moderate sensitivity for buried and as-yet unidentified tribal cultural resources. As such, the following mitigation measure is recommended: • **MM-TCR-1.** The Project Applicant shall retain an archaeological 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 Secretary of Interior's Professional Qualification Standards. If any suspected archaeological objects or artifacts are encountered

Table 3.3
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Topic	Measure	Applicability to the Project
		during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-1. In the event any suspected human remains are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-2. In the event any suspected Tribal Cultural Resources are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-TRC-1, which includes stopping all work in the area of the discovery and contacting all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project. In addition to the mitigation measure above, following regulatory compliance measure is required by the Department of City Planning to further avoid or reduce potential impacts associated with inadvertent finds of historic, archeological, or tribal cultural resources: • **RCM-TCR-1**: If objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below: ○ Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project; (2) and the Department of City Planning.

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Topic	Measure	Applicability to the Project
		○ If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. ○ The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible. ○ The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City. ○ If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation. ○ The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate. ○ Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and

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Topic	Measure	Applicability to the Project
		disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. ○ Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.
Utilities and Service Systems Water Supply *Require Relocation or Construction of New or Expanded Water Facilities / Have Sufficient Water Supplies to Serve Project and Future Development*	**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: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-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	**The Proposed Project already substantially conforms to this Mitigation Measure through compliance with Regulatory Compliance Measures.** The Proposed Project is subject to the following regulatory compliance measures that substantially conform to this Mitigation Measure and avoid or reduce the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies: • **RCM-PU-1** Utilities (Water Connection). As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase. • **RCM-PU-2** Utilities (Low Impact Development Plan): Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. • **RCM-PU-3** Utilities (Water). The project shall comply with Ordinance No. 170,978

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.	(Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). • **RCM-PU-4** Utilities (Water). The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.
Utilities and Service Systems Wastewater *Require New or Expanded Wastewater Treatment or Storm Drainage Facilities / Result in Determination By Wastewater Treatment Provider That it Has Adequate Capacity to Serve Project*	**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: • 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	**The Proposed Project already substantially conforms to this Mitigation Measure through compliance with Regulatory Compliance Measures.** The Proposed Project is subject to the following regulatory compliance measures that substantially conform to this Mitigation Measure and avoid or reduce the significant effects on utilities and service systems: • **RCM-PU-1** Utilities (Water): As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase. • **RCM-PU-2** Utilities (Low Impact Development Plan): Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	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.	Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. • RCM-PU-3 Utilities (Water): The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). • **RCM-PU-4** Utilities (Water): The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.
Utilities and Service Systems Solid Waste *Generate Solid Waste in Excess of Capacity of Infrastructure, Solid Waste Reduction Goals / Comply With Federal, State, and Local Management and Reduction*	**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: Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:	**The Proposed Project would substantially conform to this Mitigation Measure.** The Proposed Project is subject to the following regulatory compliance measure that avoids or reduces the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 70 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies:

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Statutes and Regulations	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 long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.	• **RCM-PU-5** Solid Waste Recycling Construction/Demolition. In compliance with LAMC Section 66.32.1, the Project shall incorporate the following: ○ (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes. ○ (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program. • **RCM-PU-6** Solid Waste Recycling – Operational. In compliance with LAMC Section 66.32 and AB 341, the Project shall incorporate the following: ○ All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site. ○ (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.	Proposed Project's regular solid waste disposal program.
<u>Wildfire</u> *Exacerbate Wildfire Risks, Expose Project Occupants to Pollutant Concentrations from Wildfire / Expose People or Structures to Significant Risk of Loss, Injury or Death Involving Wildland Fires / Expose People, Structures to Downslope, Downstream Flooding, Landslides Resulting from Runoff, Post-Fire Slope Stability, or Drainage Changes*	**PMM-WF-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not located within State-designated Very High Fire Hazard Severity Zones. The City determined, based on the analysis of this topic in **Checklist Question XX in Section 4** that the Proposed Project would not result in potentially significant impacts to wildfire.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	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 features, such as: • Ember-resistant vents • Fire-resistant roofs • Surrounding defensible space • Proper maintenance and upkeep of structures and surrounding area	
<u>Wildfire</u> *Require Installation or Maintenance of Associated Infrastructure that May Exacerbate Fire Risks, May Result in Temporary or Ongoing Impacts to Environment / Expose People, Structures to Downslope,*	**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: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to • Submit a fire protection plan including the designation of fire watch staff;	**This Mitigation Measure is not incorporated into the Proposed Project.** The Project Site is not located within State-designated Very High Fire Hazard Severity Zones. The City determined, based on the analysis of this topic in **Checklist Question XX in Section 4** that the Proposed Project would not result in potentially significant impacts to wildfire.

Table 3.3
Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Downstream Flooding, Landslides Resulting from Runoff, Post-Fire Slope Stability, or Drainage Changes	• 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: Southern California Association of Governments, Exhibit A: Mitigation Monitoring and Reporting Program for the Final Connect SoCal PEIR, adopted May 2020; and Exhibit A: Revised MMRP for the Connect SoCal PEIR, September 2020.		

Section 4. Initial Study Checklist and Sustainable Communities Environmental Analysis

This section of the SCEA contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, (C.C.R. Title 14, Chapter 3, 15000-15387).

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the Transit Priority Project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA is required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. The following analysis discusses the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal and Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

I. Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized 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?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Senate Bill 743 - Environmental Quality: Transit Oriented Infill Projects

In 2013, the State of California enacted Senate Bill 743 (SB 743),[1] which 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." Public Resources Code Section 21099 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." Public Resources Code Section 21061.3 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

[1] *SB 743 is codified as Public Resources Code Section 21099.*

uses. This state law supersedes the aesthetic impact thresholds of significance that were previously adopted in the *L.A. CEQA Thresholds Guide* (2006).

The Proposed Project is a multi-family residential development with 41 residential units. SB 743 defines an infill site as a lot located within an urban area that has been previously developed, or 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 Site meets this definition. As discussed in Section 2, Project Description, the Project Site is designated as a "Transit Priority Area" per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[2]

The Project Site is served by one nearby Metro Station within one-half mile of the Project Site: the Hollywood/Western Station, located approximately 0.3 mile south of the Project Site. The Hollywood/Western Station provides a frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Thus, the Proposed Project is identified as located within a Transit Priority Area. Accordingly, the Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers. Therefore, an assessment of the Proposed Project's potential aesthetics impacts is not required. The aesthetics analysis below is provided for informational purposes only.

IMPACT ANALYSIS

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

This discussion is for informational purposes only.

No Impact. The Project Site is developed with an auto service center and a multi-family residential building. No scenic views or vistas characterize the Project Site or immediately surrounding project area. The Project Site is located within the Hollywood community of the City of Los Angeles. The surrounding properties are developed with multi-family residential and institutional land uses. The Proposed Project would not block or detract from the existing valued aesthetic quality of a public scenic vista. ***As such, the Proposed Project would not have an adverse effect on a scenic vista, and no impact would occur. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."***

[2] *Zoning Information No. 2452 Transit Priority Areas (TPAs)/exemptions to aesthetics and parking within TPAs pursuant to CEQA (ZI-2452), http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed March 2022.*

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

This discussion is for informational purposes only.

No Impact. The Project Site is developed with an auto service center and a multi-family residential building. There are no rock outcroppings or unique geologic features on the Project Site. Based on the City's Los Angeles Historic Resources Inventory, the Project Site does not contain any historic buildings and is not within a scenic highway.[3,4] Moreover, the Project Site does not contain any native vegetation or locally protected tree species. There are two trees on the Project Site, one orange tree and one nectarine tree, that will be removed.[5] ***As such, the Proposed Project would not substantially damage scenic resources within a scenic highway, and no impact would occur. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."***

c) In non-urbanized 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?

This discussion is for informational purposes only.

No Impact. As discussed above in response to Checklist Questions I(a) and (b), above, the Project Site is located in an urbanized area and is developed with an auto service center and a multi-family residential building. The Project Site is currently zoned R3-1 with a General Plan land use designation of "Medium Residential." Construction of the Proposed Project would entail demolition of all existing buildings and the construction of a new four-story multi-family residential building.

Further discussed in Section XI, Land Use and Planning, pursuant to the SNAP, the maximum height of any project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. The Applicant is requesting a 3-foot increase in height to permit 67 feet and 7 ¼ inches above grade of maximum transitional building height in lieu of the maximum 64 feet and 7 ¼ inches otherwise permitted in Subarea A of the SNAP, and a 22-foot increase in height to permit 67 feet of maximum building height in lieu of the maximum 45 feet otherwise permitted per the underlying zone. The Proposed Project's height is proposed at 67 feet above grade at the top of the roof level with a maximum height elevation of 476.39 feet above grade at the top of the parapet. Therefore, with approval of the discretionary requests, the Proposed Project would be within the transitional height limitations established within the SNAP.

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[3] *City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, website: http://historicplacesla.org/map, accessed March 2022.*

[4] *City of Los Angeles, Mobility Plan 2035, An Element of the General Plan, Adopted September 7, 2016, website: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed March 2022.*

[5] *The Urban Lumberjack, Tree Inventory, 5600 Franklin Avenue, Los Angeles, 90028, June 14, 2020 (Appendix H to this SCEA).*

Furthermore, the Proposed Project would be designed to comply with the requirements of the SNAP Development Standards and Design Guidelines.

As part of the construction process, the Applicant would install temporary fencing around the perimeter of the Project Site for security purposes and to block views of the Project Site from the pedestrian level. Installation of temporary fencing and compliance with the applicable regulatory measures would further reduce visual impacts caused during the construction of the Proposed Project. For example, temporary signs on temporary construction walls shall comply with the construction requirements of LAMC Section 14.4.16 E. Pursuant to LAMC Section 14.4.17, the Applicant would also be required to maintain the construction barrier to be free and clear of any unauthorized signs and graffiti within 24 hours of occurrence. Compliance with these regulatory requirements would ensure the scenic quality of the Project Site during construction.

Project Design Features:

PDF-AES-1 **Construction Barrier.** The Project shall install temporary fencing around the perimeter of the Project Site for security purposes and to block views of the Project Site from the pedestrian level. The Applicant shall ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of unauthorized signs, trash, graffiti, etc.) throughout the duration of construction.

Regulatory Compliance Measures:

RCM-AES-1 **Signage on Construction Barriers.** Pursuant to LAMC Section 14.4.17 requires that the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley. The City also requires the Applicant to affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: “POST NO BILLS.” Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier. The Applicant is responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 24 hours of occurrence.

As discussed in further detail in response to Checklist Question XI(b), Land Use and Planning, the Proposed Project would be in conformance with the Los Angeles Municipal Code (LAMC), and the applicable provisions of the General Plan governing scenic quality. ***As such, no impacts would occur with respect to conflicts with applicable zoning or other regulations governing scenic quality. As per ZI No. 2452 and SB 743, aesthetic impacts “shall not be considered significant impacts on the environment.”***

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

This discussion is for informational purposes only.

Less Than Significant Impact. The determination of whether the Proposed Project results in a significant nighttime illumination impact is generally made considering the following factors: (a) the change in ambient illumination levels as a result of Proposed Project sources; and (b) the extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas largely to provide adequate nighttime visibility for patrons, guests, and visitors and to provide a measure of security. All outdoor lighting would be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way. To ensure that lighting sources are not directly visible by adjacent properties, the Proposed Project's lighting fixtures would be installed and operated in accordance with Section 99.12.508 – Table A5-602 (Light Pollution Reduction) of the City of Los Angeles Green Building Code (which requires outdoor lighting systems to be designed and installed to comply with the minimum requirements in the California Energy Code, or comply with a local ordinance, whichever is more stringent). The Proposed Project would not generate a substantial increase in ambient lighting as the majority of lighting would be directed towards the interior of the Project Site and away from any nearby land uses.

Current vehicular access to the Project Site is provided by three vehicle driveways: two driveways along Franklin Avenue (one connecting to the auto service center and one connecting to the multi-family residential building) and one vehicle parking driveway along Garfield Place that connects to the auto service center. The Proposed Project would provide parking within one level of subterranean parking beneath the proposed building. Vehicular access would be provided along Garfield Place and would direct vehicular headlights towards the multi-family residential buildings to the east of the Project Site. Additionally, a moderate degree of illumination already exists in the Project vicinity in the form of streetlights, building lighting, and car headlights along Franklin Avenue and Garfield Place. As such, vehicles leaving the Project Site would not substantially increase light in the Project area. Therefore, headlights from vehicles entering or exiting the Project Site along Garfield Place would not adversely impact surrounding land uses. The Proposed Project would not introduce any new sources of substantial light that are incompatible with the surrounding area. Thus, with code compliance, the Proposed Project would not generate a substantial increase in ambient lighting, as the majority of lighting would be directed towards the interior of the Project Site and away from any nearby land uses. The Proposed Project's impacts related to lighting would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Proposed Project would not introduce any new substantial sources of glare that are incompatible with the surrounding area. Additionally, as discussed above, the Proposed Project would not substantially increase light in the Project area that may contribute to glare. The Proposed Project is located in a highly urbanized and developed area, and the Proposed Project's architectural materials and landscaping would prevent unnecessary glare. The Proposed Project's landscaped courtyards and green areas would serve to reduce the building's heat gain and reflective glare potential. Therefore, the Proposed Project's potential impacts related to glare would be at a less than significant level. ***As such, the Proposed Project would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area, and light trespass or glare impacts would be less than significant. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."***

Cumulative Impacts

This discussion is for informational purposes only.

Less Than Significant Impact. As mentioned above, Public Resources Code Section 21099 provides that the aesthetic impacts of a multi-family residential project, such as the Proposed Project, upon an infill site within a Transit Priority Area shall not be considered significant impacts on the environment. The Project Site and all of the related projects that are located within the immediate viewshed of the Project Site are designated as Transit Priority Areas. Therefore, cumulative aesthetic impacts would be less than significant. ***As such, cumulative light and glare impacts would not be significant. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."***

II. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or 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))?	☐	☐	☐	☒
d. 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 non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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 non-agricultural 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 non-agricultural use. The Project Site is currently occupied by an auto service center and a multi-family residential building. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. 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 not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[6] ***Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and no impact would occur.***

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

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[7] The Project Site does not contain any State-designated agricultural lands or open space. Thus, the Project Site is not subject to a Williamson Act Contract. [8]

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is currently zoned R3-1 with a General Plan land use designation of Medium Residential and is not zoned for agricultural production, and no farmland activities exist on-site. In addition, no Williamson Act Contracts are in effect for the Project Site. ***Therefore, the Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.***

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 R3-1, which has a land use designation of Medium Residential in the Hollywood Community Plan Area. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site. ***Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and no impact would occur.***

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[6] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland South Los Angeles County 2018 Map, website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx, accessed March 2022.*

[7] *State of California Department of Conservation, Williamson Act Program, website: https://www.conservation.ca.gov/dlrp/wa, accessed March 2022.*

[8] *Williamson Act Program, California Division of Land Resource Protection, Los Angeles County Williamson Act Status Report, 2016-2017, https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf, accessed March 2022.*

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

No Impact. The Project Site is fully developed and currently contains an auto service center and a multi-family residential building. The Project Site is located in a highly developed area of the Hollywood community. There is no significant vegetation on-site. No forested lands or protected vegetation exist on or in the vicinity of the Project Site. ***Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.***

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

No Impact. A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated by the State of California. According to the "Los Angeles County Important Farmland 2018" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[9] ***Therefore, no impact would occur.***

Cumulative Impacts

No Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. Collectively, the projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forested land or conversion of forested land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the related projects' sites are not included in the Important Farmland category.[10] The Project Site and related projects' sites are located in an urbanized area in the City and do not include any State-designated agricultural lands or forest uses. ***Therefore, there would be no cumulative agricultural impacts.***

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[9] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland South Los Angeles County 2018 Map, website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx, accessed March 2022.*

[10] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland South Los Angeles County 2018 Map, website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx, accessed March 2022.*

III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The following section summarizes and incorporates by reference information from the following report: Air Quality Analysis, 5600 Franklin Avenue Project, 5600-5616 W. Franklin Avenue and 1857-1859 N. Garfield Place, Los Angeles, CA 90028, prepared by Parker Environmental Consultants, dated March 11, 2022. The Air Quality Analysis is included as Appendix A to this SCEA.

Regulatory Setting

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1970 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide ("CO"), nitrogen dioxide (NO_2), ozone (O_3), (particulate matter, 2.5 microns ($PM_{2.5}$), particulate matter, 10 microns (PM_{10}), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. USEPA has classified the Los Angeles County portion of the South Coast Air Basin ("Basin") as a nonattainment area for O_3, $PM_{2.5}$, and lead.

State

California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, 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. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds 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. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the Air Quality and Land Use Handbook: A Community Health Perspective provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.[11] The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

Regional

South Coast Air Quality Management District

The Project Site is located within the 6,745-square-mile Basin. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or 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 mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

[11] *California Air Resources Board, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005, website: https://www.arb.ca.gov/ch/handbook.pdf, accessed March 2022.*

2022 Air Quality Management Plan

The 2022 Air Quality Management Plan (AQMP) was adopted in December 2022 and represents the most updated regional blueprint for achieving federal air quality standards.[12] It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).[13] The 2022 AQMP is the most ambitious regional plan to date and the first to rely on zero-emissions technology across all business, industry, and residential sectors where currently available. The 2022 AQMP is anticipated to accomplish the following benchmarks:[14]

- Reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations;
- Provide substantial health benefits, including 1,500 avoided premature deaths and almost 9,000 avoided asthma-related hospitalizations each year, saving the region 19 billion in health costs;
- Provide even higher benefits for environmental justice communities;
- Require zero-emission technologies across all sectors including water and space heating in homes and businesses, on-road vehicles like cars and trucks, off-road vehicles like locomotive trains and construction equipment, and industrial sources like power plants and factories;
- Lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority.

The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California

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[12] *South Coast Air Quality Management District, 2022 Air Quality Management Plan, December 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?sfvrsn=16, accessed February 2023.*

[13] *Southern California Association of Governments, 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020, accessed February 2023.*

[14] *South Coast Air Quality Management District, Press Release, South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution – Comprehensive Zero-Emission Plan to Reduce Emissions Almost 70% by 2037, http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf, accessed February 2023.*

region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and that continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. To this end, the RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's High Quality Transit Areas (HQTAs). Though these areas currently account for just 3 percent of total land in the SCAG region, they are projected to accommodate 51 percent of the region's future household growth and 60 percent of the region's future employment growth by 2040.[15] HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

Local

City of Los Angeles General Plan Air Quality Element

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

[15] *HQTAs are defined by SCAG as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.*

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Criteria Pollutants

For purposes of assessing the Project's air quality impacts, the SCAQMD has established quantitative thresholds for seven criteria pollutants for short-term (construction) emissions and long-term (operational) emissions. These criteria pollutants include the following:

- **Ozone (O_3)** is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_X), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight.

  Short-term exposures (lasting for a few hours) to ozone 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. 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 sub-groups for ozone effects.

- **Carbon Monoxide (CO),** a colorless, odorless toxic gas that is produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood.

  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. The effects of increased CO exposure include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

- **Nitrogen Dioxide (NO_2)** is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere.

  As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. 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 NO_2 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 NO_2 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.

- **Sulfur Dioxide (SO_2)** is a colorless, extremely irritating gas or liquid. SO_2 occurs as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

  A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

- **Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

  A consistent correlation between elevated ambient fine particulate matter (PM_{10} 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 United States and various areas around the world.

- **Lead (Pb)** is a relatively soft and chemically resistant metal. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Because it was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) and can get resuspended into the air.

  Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

Thresholds of Significance

Based on criteria set by the SCAQMD[16], a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to construction emissions if regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels:

1. 75 lbs/day for VOC
2. 100 lbs/day for NO_X
3. 550 lbs/day for CO
4. 150 lbs/day for SO_X
5. 150 lbs/day for PM_{10}
6. 55 lbs/day for $PM_{2.5}$

For operational impacts, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to operational emissions if regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels:

1. 55 lbs/day for VOC
2. 55 lbs/day for NO_X
3. 550 lbs/day for CO
4. 150 lbs/day for SO_X
5. 150 lbs/day for PM_{10}
6. 55 lbs/day for $PM_{2.5}$

For purposes of determining whether the Project would exceed the applicable thresholds of significance for construction and operational air quality emissions, the project's emissions were modeled using the latest release of CalEEMod Version 2022.1.1.12, as recommended by the SCAQMD.

Existing Conditions

The Project Site is located within the South Coast Air Basin. The Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties. Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area.

[16] *South Coast Air Quality Management District, Air Quality Significance Thresholds, Revision April 2019, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, accessed March 2022.*

IMPACT ANALYSIS

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

Less Than Significant Impact. A significant air quality impact may occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (2022 AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Quality Management District (SCAQMD), which is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The Proposed Project is located within the Basin and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on December 2, 2022 ("2022 AQMP"). The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy.

In addition, SCAG approved their 2020 RTP/SCS that include transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2022 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2022 AQMP and the State Implementation Plan (SIP) for the South Coast Air Basin, are based on SCAG's 2020 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

Regarding feasible air quality mitigation measures, the Proposed Project does not have significant impacts that require mitigation. Additionally, the Proposed Project would comply with applicable regulatory measures enforced by the SCAQMD. The SCAQMD enforces stationary and mobile source compliance with respect to both construction and operational emissions. The Proposed Project would adhere to current and applicable regulatory compliance measures (including SCAQMD Rule 403: Fugitive Dust; Rule 1113: Architectural Coating; Rule 1108: Cutback Asphalt; and Rule 1146.2: Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters).

As previously discussed, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2020 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTA). An HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development within a half of a mile (walking distance) of several Metro bus lines that connect to all regions of the Los Angeles area. Additionally, the Project Site is served by one nearby Metro Station within a half-mile: the Hollywood/Western Station, located approximately 0.3 mile south of the Project Site. Thus, the Project Site's location provides opportunities for residents and visitors to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. ***Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the most recently adopted RTP/SCS (as discussed in greater detail in Section 3.0, SCEA Criteria and Transit Priority Project Consistency Analysis, above), the Proposed Project would not conflict with or obstruct implementation of the 2022 AQMP, and Proposed Project impacts would be less than significant.***

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone (O_3), PM_{10} (respirable particulate matter) and $PM_{2.5}$ (fine particulate matter), related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of a

project's contribution of emissions, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts.[17] Thus, a project may result in a significant impact in cases where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

A project would conflict with the applicable AQMP if the project were to exceed the adopted thresholds of significance as adopted by the SCAQMD. The following analysis discusses and quantifies the Proposed Project's construction and operational air quality emissions and addresses the Proposed Project's consistency with the SCAQMD's construction and operational thresholds of significance.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 20 months with buildout anticipated in 2025. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition/site clearing; (2) grading/excavation; (3) building construction; and (4) finishing and architectural coatings. The entire construction phase includes the demolition of the existing structures, construction of the proposed building, connection of utilities to the building, and landscaping the Project Site. Construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG/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.

As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.12*) as recommended by the SCAQMD. Table 4.1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project construction. These calculations assume that appropriate dust control measures would be

[17] *SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. Appendix D, South Coast Air Quality Management District, August 2003.*

implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD.

As shown in Table 4.1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. ***Therefore, construction air quality emissions will not conflict with or obstruct implementation of the applicable air quality plan, and construction air quality impacts are considered to be less than significant.***

Table 4.1
Estimated Peak Daily Construction Emissions

Emission Source	Max Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2024	1.48	15.7	15.2	0.03	3.37	1.76
2025	3.98	7.44	11.9	0.02	0.86	0.42
Maximum Daily Construction Emissions:	**3.98**	**15.7**	**15.2**	**0.03**	**3.37**	**1.76**
SCAQMD Daily Significance Thresholds:	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. The interface on CalEEMod (Version 2022.1.1.12) lists these rules under the "Mitigation" tab, when they are actually required rules by the SCAQMD. The term "Mitigation" in CalEEMod is defined differently than "Mitigation Measures" in this SCEA. The model does not allow for these regulatory measures to be implemented in the "unmitigated project" impact scenario. As such, the values that appear under the "Mitigated" results columns are reflective of the Proposed Project impacts that are compliant with required regulations.
Source: Parker Environmental Consultants, Air Quality Analysis, 5600 Franklin Avenue Project, May 2023 (provided as Appendix A to this SCEA).

Operational Emissions

Existing Emissions

The Project Site is currently developed with an auto service center and a multi-family residential building with four dwelling units, which serves as the existing conditions baseline. The existing use generates air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The peak daily emissions generated by the existing uses at the Project Site were estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.12*). As shown in Table 4.2, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table 4.2
Existing Daily Operational Emissions from Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile Sources	0.32	0.26	2.87	0.01	0.21	0.04
Area Sources	1.23	0.09	2.36	0.01	0.29	0.28
Energy Sources	<0.005	0.04	0.03	<0.005	<0.005	<0.005
Total Emissions	***1.55***	***0.39***	***5.25***	***0.01***	***0.50***	***0.32***
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	0.32	0.29	2.63	0.01	0.21	0.04
Area Sources	1.19	0.08	2.03	0.01	0.29	0.28
Energy Sources	<0.005	0.04	0.03	<0.005	<0.005	<0.005
Total Emissions	***1.51***	***0.41***	***4.70***	***0.01***	***0.50***	***0.32***

Source: Parker Environmental Consultants, Air Quality Analysis, 5600 Franklin Avenue Project, May 2023 (provided as Appendix A to this SCEA).

Proposed Project Emissions

The Proposed Project would result in the demolition of the existing structures and the development of a multi-family residential building with 41 dwelling units. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2022.1.1.12*). The results of these calculations are presented in Table 4.3, Proposed Project Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the daily regional thresholds of significance set by the SCAQMD. ***Therefore, impacts associated with regional operational emissions from the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan and operational air quality impacts would be less than significant***.

As discussed above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. ***Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.***

Table 4.3
Proposed Project Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile Sources	0.40	0.31	3.52	0.01	0.29	0.06
Area Sources	1.42	0.03	3.04	<0.005	<0.005	<0.005
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Sources	0.82	3.67	2.09	<0.005	0.12	0.12
Total Project Emissions:	***2.64***	***4.01***	***8.65***	***0.01***	***0.41***	***0.18***
Less Existing Emissions:	*(1.55)*	*(0.39)*	*(5.25)*	*(0.01)*	*(0.50)*	*(0.32)*
NET Project Emissions:	**1.09**	**3.62**	**3.40**	**0.00**	**(0.09)**	**(0.14)**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	0.40	0.34	3.24	0.01	0.29	0.06
Area Sources	1.09	--	--	--	--	--
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Sources	0.82	3.67	2.09	<0.005	0.12	0.12
Total Project Emissions:	***2.31***	***4.01***	***5.33***	***0.01***	***0.41***	***0.18***
Less Existing Emissions:	*(1.51)*	*(0.41)*	*(4.70)*	*(0.01)*	*(0.50)*	*(0.32)*
NET Project Emissions:	**0.80**	**3.60**	**0.63**	**0.00**	**(0.09)**	**(0.14)**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Parker Environmental Consultants, Air Quality Analysis, 5600 Franklin Avenue Project, May 2023 (provided as Appendix A to this SCEA).

Regulatory Compliance Measures:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM-AQ-1 Air Quality (Site Clearing, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RCM-AQ-2 The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

RCM-AQ-3 In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RCM-AQ-4 In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RCM-AQ-5 The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

RCM-AQ-6 The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt.

RCM-AQ-7 The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

RCM-AQ-8 New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health

care facilities; rehabilitation centers; convalescent centers; retirement homes; residences; schools; playgrounds; childcare centers; and athletic facilities.[18]

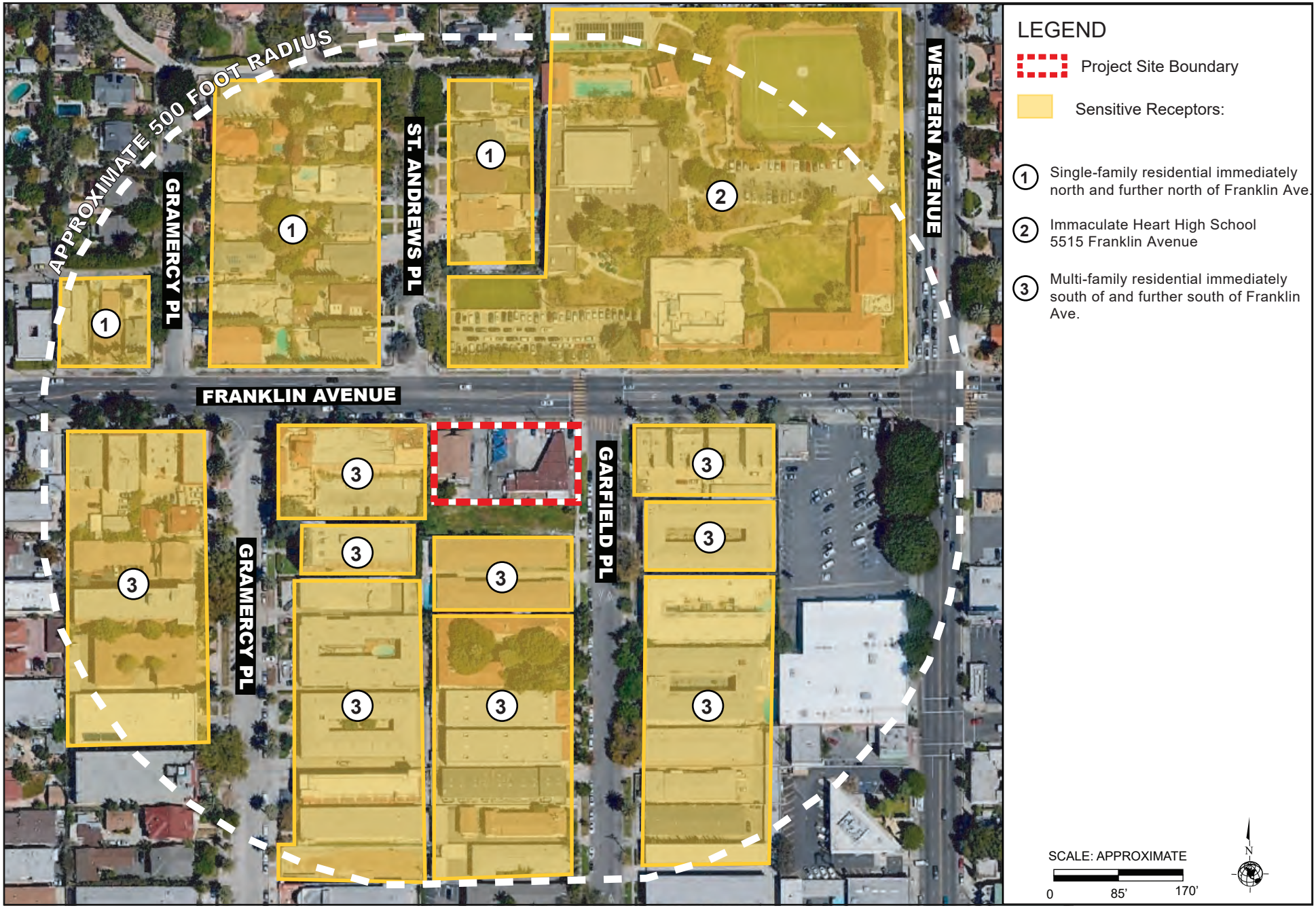
Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[19] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x; CO; PM_{10}; and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or States ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles County area and includes the Hollywood area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the surrounding multi-family residences to the north, south, east, and west; and the high school located to the northeast of the Project Site. Figure 4.1, below, shows the nearest air quality sensitive receptors to the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase. Sensitive receptors located further than 25 meters would be less impacted by localized emissions.

[18] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

[19] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2, accessed March 2022.*



Source: Google Earth, Aerial View, 2018.

Figure 4.1
Air Quality Sensitive Receptors

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table 4.4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one-acre site in SRA 1. These calculations reflect compliance with appropriate dust control measures as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. ***Therefore, with implementation of the regulatory code compliance measures identified above, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations and localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.***

Table 4.4
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition	4.69	5.79	0.36	0.20
Excavation/Grading	13.3	13.4	2.68	1.56
Building Construction	7.36	9.31	0.36	0.33
Architectural Coatings	4.98	6.11	0.12	0.11
SCAQMD Localized Thresholds [c]	**74**	**680**	**5**	**3**
Potentially Significant Impact?	*No*	*No*	*No*	*No*

[a] *The localized thresholds for all phases are based on a receptor within a distance of 82 feet (25 meters) in SCAQMD's SRA 1 for a Project Site of one acre.*
[b] *The localized thresholds listed for NO_x takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*
Source: Parker Environmental Consultants, Air Quality Analysis, 5600 Franklin Avenue Project, May 2023 (provided as Appendix A to this SCEA).

Localized Operational Emissions

Localized operational emissions from natural gas, architectural coatings, and consumer products would increase the amount of localized air pollution on the Project Site. The Proposed Project would replace an existing auto service center and a multi-family residential building with a newly

constructed multi-family residential building with 41 dwelling units, which would introduce new sources of localized emissions to the area. Table 4.5, below, shows the net amount of on-site emissions from the operation of the Proposed Project. As shown, the Proposed Project's on-site localized emissions would not exceed any of the localized thresholds of significance. Therefore, localized on-site operational emissions would be less than significant.

Table 4.5
Estimated Daily Localized Operational Emissions

Emissions Source [a, b]	Total On-site Emissions (Pounds per Day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	0.03	3.04	<0.005	<0.005
Energy	0.00	0.00	0.00	0.00
Stationary	3.67	2.09	0.12	0.12
Total On-Site Emissions:	**3.70**	**5.13**	**0.12**	**0.12**
SCAQMD Localized Thresholds	**123**	**1,530**	**4**	**2**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

[a] *The localized thresholds for all sources are based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.*
[b] *Emissions from area and energy sources were analyzed, since mobile sources are off-site localized emissions. Area and energy emissions are the same for winter and summer months.*
Source: Parker Environmental Consultants, Air Quality Analysis, 5600 Franklin Avenue Project, May 2023 (provided as Appendix A to this SCEA).

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The South Coast Air Basin is currently designated as a CO attainment area for both the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The Basin has been in attainment for CO since 2007, and CO levels in the Source Receptor Area (SRA) 1 remain substantially below the federal and state standards. The maximum CO levels in 2020 were recorded at 1.9 ppm (one-hour average) and 1.5 ppm (eight-hour average), compared to the thresholds of 20 ppm (one-hour average) and 9.0 (eight-hour average).[20] In its 2003 AQMP, the SCAQMD conducted CO hot-spot analyses at the four worst-case intersections in the Air Basin. The SCAQMD noted that the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. The data provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at all four intersections was 4.6 ppm (one-hour average) and 3.2 ppm (eight-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing [2003] background CO concentrations, the worst-case CO levels in the Basin was estimated to be 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average), respectively, which is below the CO

[20] *The most recent annual ambient air quality data is for the year 2020, https://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq2020card_final.pdf?sfvrsn=4, accessed March 2022.*

thresholds of significance for both the CAAQS and NAAQS. The AQMP therefore concluded that because the Basin is in attainment for CO, and the studied congested intersections do not exceed state thresholds, CO hotspots are less than significant under extreme conditions. Comparatively, recent ambient CO levels in 2021 are substantially lower than they were in 2003.

At buildout of the Proposed Project, the highest average daily trips at an intersection would be approximately 24,289 at the intersection of Franklin Avenue and Garfield Place,[21] which is significantly below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. Therefore, it is reasonable to conclude that the Proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. ***Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Localized operational emissions would be less than significant, and no further analysis for CO hotspots is warranted.***

Toxic Air Contaminants (TAC)

Construction TAC Emissions

The SCAQMD's CEQA Air Quality Handbook (1993) provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of the air quality analysis for the Proposed Project. The SCAQMD CEQA Handbook does not recommend analysis of TACs from short-term construction activities. The Proposed Project's construction activities would generate diesel particulate emissions associated with trucks and heavy equipment. The construction activities associated with the Proposed Project would be similar in scale and intensity to other development projects in the City and are subject to existing regulations and laws relating to diesel emissions. The construction period would occur over an approximately 20-month period, with phases of the highest use of heavy diesel equipment occurring only during the first four months. As such, TAC emissions would occur for a relatively short duration during construction. While the SCAQMD has not published guidance directly related to quantitatively assessing health risk impacts associated with construction activities, the construction equipment to be utilized during construction would be required to comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation." This regulation establishes target emission rates for off-road vehicles and requires fleet owners to demonstrate compliance with annual reporting requirements. It also requires equipment operators to turn off their engines when idling.

[21] *As provided in NavigateLA, LADOT performed traffic counts at this intersection in 2011. This intersection experienced 20,984 vehicles in a 24-hour period. Accounting for a 1% ambient annual increase plus 168 daily trips from the Proposed Project, this intersection would experience approximately 24,289 trips per day for a worst-case scenario, assuming all Project trips pass this intersection.*

Diesel particulate matter (DPM), which is a recognized toxic air contaminant and the primary source of TACs generated by diesel construction equipment, is a subset of both PM_{10} and $PM_{2.5}$, (i.e., approximately 94 percent of these particles are less than 2.5 microns in diameter).[22] As such, the Proposed Project's PM_{10} and $PM_{2.5}$ emissions are an indication of the magnitude of DPM emissions. As noted in Tables 4.1 and 4.4, above, because the Proposed Project's PM_{10} and $PM_{2.5}$ emissions would be below the regional and localized thresholds of significance, respectively, the Proposed Project's diesel emissions would represent only a fraction of the total PM_{10} and $PM_{2.5}$ emissions generated during construction. ***As such, it follows that the Proposed Project would result in a less than significant impact related to construction TACs, and further analysis is not warranted.***

Operational TAC Emissions

As for exposure of sensitive receptors to toxic air contaminants during project operations, the SCAQMD recommends that health risk assessments be conducted for emitting facilities that require an AQMD operating permit and for projects that have the potential to generate substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[23] Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The Proposed Project consists of a multi-family residential building that would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such, no significant toxic airborne emissions would result from Proposed Project development. In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. ***Therefore, impacts associated with the release of toxic air contaminants would be less than significant.***

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

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the Project Site would have the

[22] *Scientific Review Panel Findings for the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant Report, May 27, 1998, https://www.arb.ca.gov/srp/findings/4-22-98.pdf, accessed March 2022.*

[23] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, August 2002, website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis, accessed March 2022.*

potential to generate foul odors if the areas are located in close proximity to habitable areas. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. With compliance with SCAQMD Rule 402 described above, potential objectionable odor impacts would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors could be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. ***Therefore, impacts associated with objectionable odors would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles.

AQMP Consistency

Cumulative development can affect implementation of the 2022 AQMP. The 2022 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2022 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2022 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. ***Thus, cumulative impacts related to conformance with the 2022 AQMP would be less than significant.***

Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-

specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Checklist Questions III(b) and III(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Additionally, each related project would quantify and address air quality emissions and mitigate impacts, if necessary, to ensure no cumulative impacts would occur. Furthermore, estimated generated emissions from projects of this size and type are typically well below the thresholds that multiple projects when viewed together are unlikely to exceed SCAQMD's regional thresholds. ***Therefore, cumulative air quality impacts related to construction and operational emissions would be less than significant.***

Odor Impacts

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at the Proposed Project and each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Moreover, none of the related projects are located in close enough proximity to the Proposed Project as to cause cumulative odor impacts. Furthermore, based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project would not combine with other projects to create objectionable construction odors. With respect to operations, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the related projects and the Proposed Project's long-term operations phase. ***Thus, cumulative odor impacts would be less than significant.***

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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 Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is located in a highly urbanized area in the City of Los Angeles and is improved with an auto service center and a multi-family residential building. The Project Site does not

contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Vegetation on the Project Site is limited to two trees (one nectarine tree and one orange tree).[24] It is anticipated that all of these trees would be removed and replaced. The Proposed Project would not remove any street trees along the public right-of-way. The Protected Tree Report and subsequent Tree Disclosure Statement (provided as Appendix H to this SCEA) determined that none of the on-site trees are designated protected trees.[25] Therefore, the Proposed Project would have a less than significant impact upon removal of non-protected trees.

While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20)* and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of City Planning advises applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. ***Thus, compliance with Regulatory Compliance Measure RCM-BIO-1, listed below, would ensure the Proposed Project would have a less than significant impact on sensitive biological species or habitat.***

Regulatory Compliance Measures:

RCM-BIO-1 **Habitat Modification (Nesting Native Birds).** Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. For the purposes of carrying out the Project's biological regulatory

[24] *The Urban Lumberjack, Tree Inventory, 5600 Franklin Avenue, Los Angeles, 90028, June 14, 2020 (Appendix H.1 to this SCEA).*

[25] *The Urban Lumberjack, Tree Disclosure Statement, 5600 Franklin Avenue, Los Angeles, 90042, December 19, 2022 (Appendix H.2 to this SCEA).*

compliance measures a "qualified biologist" must at minimum meet the Los Angeles County Department of Regional Planning's minimum qualifications for a Tier 2 biological consultant and will at the time that the biologist performs Project activities be listed as a Certified Biological Consultant by the Los Angeles County Department of Regional Planning. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

- If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The Applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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 U.S. Fish and Wildlife Service?

No Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by an auto service center and a multi-family residential building. The Project Site is an infill lot located in a developed neighborhood within the City of Los Angeles. No riparian or other sensitive natural vegetation communities are located on or adjacent to the Project Site. ***Therefore, development of the Proposed 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. A project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat, as defined by Section 404 of the Clean Water Act. The Project Site is entirely developed with impermeable surfaces and does not contain any wetlands or natural drainage channels. Further, the Project Site is located in a developed area within the City of Los Angeles. Neither the Project Site nor the surrounding area contain any wetlands or riparian habitat. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Checklist Question IV(b), above). ***Therefore, the Proposed Project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means, and no impact to riparian or wetland habitats would 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. A project would normally result in a significant impact on biological resources if it results in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an urbanized area of the Hollywood community. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites on the Project Site or in the Project Site vicinity. ***Thus, the Proposed Project would not interfere with the movement of any residents or migratory fish or wildlife. Therefore, 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, 177,404. As stated above, the Project Site is improved with an auto service center and a multi-family residential building. There are no protected tree species located on the Project Site.[26,27] Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. Additionally, no street trees in the public right-of-way are expected to be removed during construction of the Proposed Project. Further, the Proposed Project would be required to

[26] *The Urban Lumberjack, Tree Inventory, 5600 Franklin Avenue, Los Angeles, 90028, June 14, 2020 (Appendix H.1 to this SCEA).*

[27] *The Urban Lumberjack, Tree Disclosure Statement, 5600 Franklin Avenue, Los Angeles, 90042, December 19, 2022 (Appendix H.2 to this SCEA).*

comply with the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory non-game birds. ***Thus, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, and any impacts upon the loss of on-site trees 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 a project would be inconsistent with mapping or policies in any conservation plans of the types cited. No locally designated natural communities are known to occur on or adjacent to the Project Site. ***Therefore, the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur.***

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with regulatory compliance measures. Development of the Proposed Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Moreover, development of the related projects is expected to occur in accordance with adopted plans and regulations. Each of the related projects would be subject to discretionary City approval and project-specific CEQA review that would address biological resources. ***Thus, cumulative impacts to biological resources would be less than significant.***

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

IMPACT ANALYSIS

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. A significant impact may occur if a project would disturb historic resources, which presently exist within the Project Site. *State CEQA Guidelines* Section 15064.5 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 a 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.[28]

The Project Site is developed with an auto service center and a multi-family residential building. The Proposed Project involves demolishing the existing structures and constructing a new four-story multi-family residential building with a total of 41 dwelling units. According to the Los Angeles Historic Resources Inventory, the Project Site does not contain any historic structures or scenic resources on site.[29] Additionally, SurveyLA does not flag any of the on-site structures as potentially historic resources.[30] Thus, there are no historic resources on the Project Site that are listed on the National Register, California Register, or local listing. The City's Office of Historic Resources confirmed there are no historic resources on the Project Site, and a Historic Resources Assessment is not required for the Project Site (see Appendix M to this SCEA). Therefore, no further analysis is required for the Project Site.

[28] *CEQA Guidelines, Section 15064.5(b)(1).*

[29] *City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, website: http://historicplacesla.org/map, accessed March 2022.*

[30] *City of Los Angeles, SurveyLA, Hollywood – Individual Resources, November 2015, website: https://planning.lacity.org/odocument/748a0828-a6b7-436c-a9a6-d7e5c7c21d7e/Hollywood_Individual_Resources.pdf, accessed March 2022.*

With respect to off-site resources, there is one potentially historical resource in close proximity of the Project Site: the Garfield Court Apartments, located at 1833 N. Garfield Place, approximately 150 feet south of the Project Site.[31] The Garfield Court Apartments appears eligible for listing in the National Register, California Register, and for local listing as a Los Angeles Historical-Cultural Monument.[32] Additionally, there is an eligible historic resource, the Franklin Townhouses, located at 5640 W. Franklin Avenue, located immediately west of the Project Site. This property is determined eligible for the National Register and California Register.[33] Furthermore, the Project Site is located south of the Hollywood Grove Historic Preservation Overlay Zone (HPOZ), across Franklin Avenue.[34] The period of significance for the Hollywood Grove HPOZ is identified as 1905-1939, from the date when the first neighborhood tracts were platted and the construction of the current built environment began (the oldest extant home was built in 1905). The period of significance ends at the beginning of World War II, when construction in the neighborhood began to decline as a result of wartime restrictions. The contributing buildings retain their historic design and features depicting the array of styles common during these decades, predominantly, Transitional Arts & Crafts, Craftsman, Colonial Revival, Tudor/English Revival, and Spanish Colonial Revival.[35]

The Proposed Project would have no direct impacts on these two potential historic resources or nearby HPOZ. Two multi-family residential buildings and a vacant lot separate the potentially historic property, located at 1833 N. Garfield Place, from the Project Site. Additionally, Franklin Avenue separates the Project Site from the Hollywood Grove HPOZ. As further discussed in Checklist Question XIII(b) below, the multi-family residential building to the west has an approximate 5-foot setback. Based on this distance, the Proposed Project would not have the potential to exceed the groundborne vibration thresholds for structural damage, since the building does not share a direct property line with the Project Site. There are no historical resources on the Project Site, and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Proposed Project. The Proposed Project would have a less than significant impact on the two potentially historical resources near the Project Site as the Proposed Project does not directly abut the Garfield Court Apartments, the Franklin Townhouses, or the Hollywood Grove HPOZ and would not result in a substantial adverse change to the immediate surroundings of the historical resource or historical zone to the degree they would no longer be eligible for listing under national, state, or local landmark designation programs. The Garfield Court Apartments and Franklin Townhouses would continue to be eligible for listing as a historical resource defined by CEQA. No mitigation is required or recommended. ***Therefore, the Proposed Project would***

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[31] *Historic Places LA, Los Angeles Historic Resources Inventory, Map View, website: http://historicplacesla.org/map, accessed March 2022.*

[32] *City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, "Garfield Court Apartments" website: http://www.historicplacesla.org, accessed March 2022.*

[33] *City of Los Angeles, ZIMAS, 5640 W. Franklin Avenue, Historic Preservation Review, Status Code 2S2 and 2S3, website: http://zimas.lacity.org, accessed October 2022.*

[34] *City of Los Angeles, Historic Places LA, Los Angeles Historic Resources Inventory, website: http://historicplacesla.org/map, accessed March 2022.*

[35] *City of Los Angeles, Hollywood Grove HPOZ Preservation Plan, March 2011 p. 21, website: https://planning.lacity.org/odocument/e50ff5c2-c550-4f2a-93f5-de73ddc5fb09/Hollywood%20Grove%20Pres%20Plan.pdf, accessed March 2022.*

not cause an adverse change in the significance of a historic resource, and a less than significant impact would occur.

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources which presently exist within the project site. Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources.

The Project Site is currently developed with an auto service center and multi-family residential building. Thus, the Project Site has been previously disturbed. The Project Site and immediate surrounding areas do not contain any known archaeological resources.[36] To determine whether any known archaeological resources exist in proximity to the Project Site, a records search was conducted with the South Central Coastal Information Center (SCCIC). The SCCIC record search (dated August 30, 2020) is contained in Appendix I.1 to this SCEA. The SCCIC records search did not identify any known archaeological resources on the Project Site. The SCCIC records search identified two archaeological resources within a ¼-mile radius of the Project Site. It is important to note that the archaeological sensitivity of the project location is unknown because there are no previous archaeological studies for the Project Site. The reported records search result does not preclude the possibility that surface or buried artifacts may be found during a survey of the property or ground-disturbing activities. Therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities.

The Proposed Project would include excavation and grading to ensure the proper base and slope for the one-level subterranean garage under the proposed building. Thus, there is a potential for the accidental discovery of unknown and unrecorded archaeological materials. In addition to the SCCIC records search discussed above, SWCA was retained to conduct a review of available evidence for known tribal cultural resources within the Project site and analyzes the likelihood (i.e., sensitivity) for as-yet unknown tribal cultural resources that could be present in the Project site as buried archaeological deposits. (See Appendix N to this SCEA), The evaluation of a tribal cultural resource must consider the cultural values to a California Native American tribe, in addition to scientific and archaeological considerations. Although not all tribal cultural resources are archaeological in nature, those preserved below the surface would likely fit the definition of both an archaeological and tribal cultural resource. Accordingly, SWCA's assessment of the buried resource potential focuses exclusively on the scientific and archaeological sources of evidence, consistent with standard industry practices, and the analysis of the sensitivity for buried tribal cultural resources considered only those that are archaeological in nature.

[36] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

The California Historical Resource Information System (CHRIS) and Sacred Lands File (SLF) searches conducted by SWCA both returned negative results for the presence of a known tribal cultural resource within the Project site. SWCA's archival research identified several former Native American village sites that were once located in the general vicinity, these include sites such as Maawnga, Yaanga, and Kaweenga, all of which are believed to have been more than 4 miles away. Site CA-LAN-1096 (hereafter LAN-1096) was identified in the CHRIS records search and is mapped approximately 0.25 miles northeast of the Project site. LAN-1096 is designated by the City's Office of Historic Resources (OHR) as Historic-Cultural Monument (HCM) No. 112, and is described as a "Gabrielino Indian Site," within the canyon referred to as "Mocohuenga," and was reportedly associated with a former spring therein. No specific details on the contents of the site or the circumstances of its identification were identified beyond those described in the HCM designation and signage originally created for the site. Historical maps confirm the location of several springs and seasonal streams once present along the south-facing foothills of the Santa Monica Mountains and in the vicinity of the Project Site.

Based strictly on geographic proximity of the Project Site to LAN-1096 and the location at the base of the foothills along a spring-fed stream, there is increased sensitivity for a buried tribal cultural resource. As a result, SWCA considers the Project site to have moderate sensitivity for buried and as-yet unidentified tribal cultural resources. Consistent with the guidance provided in SCAG's Connect SoCal Program EIR Mitigation Measure (PMM) CULT-1 subsection (j), the following mitigation measure is recommended:

Mitigation Measures

MM-CR-1 (Archaeological Resources). The Project Applicant shall retain an archaeological 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 Secretary of Interior's Professional Qualification Standards.

If any suspected archaeological objects or artifacts are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-1.

In the event any suspected human remains are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-2.

In the event any suspected tribal cultural resources are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-TRC-1, which includes stopping all work in the area of the discovery and contacting all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project.

Additionally, the Department of City Planning requires adherence to regulatory compliance measures for proper handling of any archaeological resources discovered during construction. If archaeological resources are discovered during surface grading or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find and treated it 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 and associated materials. Construction activity may continue unimpeded on other portions of the Project Site proposed to be developed. ***Therefore, compliance with the provisions of 14 CCR 15064.5(f) and PRC Section 21082 would ensure that environmental impacts associated with the inadvertent discovery of significant archaeological resources would be less than significant.***

Regulatory Compliance Measure:

RCM-CR-1 **Archaeological.** In the event that cultural resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the Project, all construction work occurring in the vicinity of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance and nature of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing or data recovery may be warranted.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A project-related significant adverse effect could occur if grading activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. ***Compliance with regulatory compliance measures would ensure that if any such remains are found during construction of the Proposed Project, they would be handled according to the proper regulations, and impacts to human remains would be less than significant.***

Regulatory Compliance Measures:

RCM-CR-2 (**Human Remains).** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to

California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
  1104 N. Mission Road
  Los Angeles, CA 90033
  (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. Each of the related projects would be subject to discretionary City approval and project-specific CEQA review that would address cultural resources. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance. Further, each related project would be required address impacts to cultural resources and mitigate impacts, if necessary, to ensure no cumulative impacts would occur. ***Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.***

VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

REGULATORY SETTING

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting mandatory Renewable Fuel Standards (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[37]

Corporate Average Fuel Economy Standards

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) Standards (49 CFR Parts 531 and 533) reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and the United States Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy. When these standards are raised, automakers respond by creating a more fuel-efficient fleet. In 2012, the NHTSA established final passenger car and light truck CAFE standards for model years 2017 through 2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3 to 41.0 miles per gallons (mpg). Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by USEPA and NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[38] USEPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[39]

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA) is a United States Act of Congress that responded to the 1973 oil crisis by creating a comprehensive approach to federal energy policy. The primary goals of EPCA are to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and Corporate Average Fuel Economy regulations.

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[37] *A "green job," as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.*

[38] *United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, 2011.*

[39] *U.S. EPA, NHTSA, Federal Register Volume 81, No. 206, Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2, October 25, 2016, https://www.govinfo.gov/content/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed February 2022.*

State

Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California including energy efficiency, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, the impact of drought on California's energy system, achieving 50 percent renewables by 2030, the California Energy Demand Forecast, the Natural Gas Outlook, the Transportation Energy Demand Forecast, Alternative and Renewable Fuel and Vehicle Technology Program benefits updates, update on electricity infrastructure in Southern California, an update on trends in California's sources of crude oil, an update on California's nuclear plants, and other energy issues.

Renewables Portfolio Standards

First established in 2002 under SB 1078, California's Renewables Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030.[40] SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent; and (2) to double the energy savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. On September 10, 2018, former Governor Jerry Brown signed SB 100, which further increased California's RPS and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable

[40] *California Public Utilities Commission, California Renewables Portfolio Standard (RPS), 2018, website https://www.energy.ca.gov/programs-and-topics/programs/renewables-portfolio-standard#:~:text=The%20Renewables%20Portfolio%20Standard%20(RPS,the%20state's%20load%2Dserving%20entities.&text=The%20California%20Energy%20Commission%20verifies%20RPS%20claims, accessed February 2022.*

energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.[41]

California Building Standards

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023.[42] The 2022 Title 24 standards continue to improve upon the 2019 Title 24 standards for new construction of, and additions and alterations to, residential and nonresidential buildings which include efficiency improvements to the residential standards for attics, walls, water heating, and lighting, and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1-2017 national standards.[43]

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) are commonly referred to as the CALGreen Code. The 2022 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.[44] The 2022 CALGreen Code improves upon the 2019 CALGreen Code by updating standards for bicycle parking, electric vehicle charging, and water efficiency and conservation. The 2022 CALGreen Code went into effect on January 1, 2023.

California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector accounting for more than half of California's carbon dioxide (CO_2) emissions, Assembly Bill (AB) 1493 (commonly referred to as CARB's Pavley regulations), enacted on July 22, 2002, requires CARB to set greenhouse gas (GHG) emission standards for new passenger vehicles, light duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009–2016 and Phase II established standards

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[41] *California Public Utilities Commission, RPS Program Overview, 2018 website: https://www.cpuc.ca.gov/RPS_Overview/, accessed February 2022.*

[42] *California Energy Commission, 2022 Building Energy Efficiency Standards, 2022, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed May 2023.*

[43] *California Energy Commission, 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, 2022, https://www.energy.ca.gov/publications/2022/2022-building-energy-efficiency-standards-residential-and-nonresidential. Accessed May 2023.*

[44] *California Building Standards Commission, Guide to the 2022 California Green Building Standards Code Nonresidential, 2022.*

for model years 2017-2025.[45,46] As discussed In subsection (1) *Federal*, above, in March 2020, the U.S. DOT and the U.S. EPA issued the SAFE Vehicles Rule, which amends existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.

California Air Resources Board

Scoping Plan

AB 32 required California Air Resources Board (CARB) to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (HSC section 38561 (h)). There have been three previous Scoping Plans (2008, 2014, and 2017). Previous plans have focused on specific greenhouse gas reduction targets for the industrial, energy, and transportation sectors – first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. This plan, addressing recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. This plan also takes the unprecedented step of adding carbon neutrality as a science-based guide to touchtone for California's climate work. The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches.

The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas (GHG) emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve: significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.

[45] *California Air Resources Board, Clean Car Standards—Pavley, Assembly Bill 1493, https://www.arb.ca.gov/cc/ccms/ccms.htm. Accessed February 2022.*

[46] *United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, 2012.*

- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

This Scoping Plan draws on a decade and a half of proven successes and additional new approaches to provide a balanced and aggressive course of effective actions to achieve carbon neutrality in 2045, if not before, in addition to the 2030 goal.

Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.[47] The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the Zero-Emissions Vehicle regulations (ZEV) to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025. In particular, implementation of the ZEV and PHEV regulations reduce transportation fuel consumption by increasing the number of vehicles that are partially or fully electric-powered. Effective November 26, 2019, the federal SAFE Vehicles Rule Part One: One National Program withdraws the California waiver for the GHG and ZEV programs under section 209 of the Clean Air Act, which revokes California's authority to implement the Advanced Clean Cars and ZEV mandates.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 California Code of Regulations [CCR] Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions,

[47] *California Air Resources Board, Clean Car Standards – Pavley, Assembly Bill 1493, https://ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, last reviewed January 11, 2017. Accessed February 2022*.

compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In-Use Off-Road Diesel Fueled Fleets Regulation

Because off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. In 2007, CARB approved the "In-Use Off-Road Diesel Fueled Fleets Regulation" to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation sets an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. It also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. Revised in October 2016, the regulation enforced off-road restrictions on fleets adding vehicles with older tier engines and started enforcing beginning July 1, 2014. By each annual compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028. While the goal of this regulation is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from the use of more fuel-efficient engines.

SB 375 (Sustainable Communities Strategy)

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associate with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Regional

Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

SB 375 requires each MPO to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted on September 3, 2020, is the current RTP/SCS and is an update to the 2016-2040 RTP/SCS.

The 2020-2045 RTP/SCS focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land use strategies in development of the SCAG region through horizon year 2045. The 2020-2045 RTP/SCS projects that the SCAG region will meet the GHG per capita reduction targets established for the SCAG region of 8 percent by 2020 and 19 percent by 2035. Additionally, its implementation is projected to reduce VMT per capita for the year 2045 by 4.1 percent compared to baseline conditions for the year. Rooted in the 2008 and 2012 RTP/SCS plans, the 2020-2045 RTP/SCS includes "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by location housing, jobs, and transit closer together, and increasing investments in transit and complete streets.

Local

Green New Deal

In April 2019, Mayor Eric Garcetti released the Green New Deal, a program of actions designed to create sustainability-based performance targets through 2050 designed to advance economic, environmental, and equity objectives.[48] L.A.s Green New Deal is the first four-year update to the City's first Sustainable City pLAn that was released in 2015 and therefore replaces and supersedes the Sustainable City pLAn.[49] It augments, expands, and elaborates in more detail L.A.'s vision for a sustainable future and it tackles the climate emergency with accelerated targets and new aggressive goals.

Within the Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 British Thermal Units (BTU)/sqft in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.

[48] *City of Los Angeles. LA's Green New Deal, 2019.*
[49] *City of Los Angeles, Sustainable City pLAn, 2015.*

- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds (lbs.) of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 1/2 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

Green Building Code

Chapter IX of the Los Angeles Municipal Code (LAMC) is referred to as the "Los Angeles Green Building Code," which incorporates by reference portions of the CALGreen Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. The Los Angeles Green Building Code includes mandatory measures for newly constructed nonresidential and high-rise residential buildings. The Los Angeles Green Building Code includes some requirements that are more stringent than State requirements such as increased requirements for electric vehicle charging spaces and water efficiency, which results in potentially greater energy demand reductions from improved transportation fuel efficiency and water efficiency.

City of Los Angeles Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[50] 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

[50] *Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016 and adopted by City Council on September 7, 2016.*

(5) Clean Environments and Healthy Communities

Each of the goals contains objectives and policies to support the achievement of those goals.

City of Los Angeles All-Electric Buildings

In December 2022, the Los Angeles City Council adopted the All-Electric Ordinance (Ordinance 187,714) effectively banning the use of natural gas in all new development projects citywide. Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

Existing Conditions

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

The LADWP power system serves approximately 4 million people and is the nation's largest municipal utility. Its service territory covers the City of Los Angeles and many areas of the Owens Valley, with annual sales exceeding 26 million megawatt-hours (MWh). LADWP is a "vertically integrated" utility, both owning and operating the majority of its generation, transmission and distribution systems. LADWP strives to be self-sufficient in providing electricity to its customers and does so by maintaining generation resources that are equal to or greater than its customers' electrical needs.

LADWP obtains electricity from various generating sources that utilize coal, nuclear, natural gas, hydroelectric, and renewable resources to generate power. LADWP obtains power from four municipally-owned power plants within the Los Angeles Basin, LADWP Hydrogenerators on the Los Angeles Aqueduct, shared-ownership generating facilities in the Southwest, and also purchases power from the Southwest and Pacific Northwest. LADWP also purchases excess power, as it is made available, from self-generators interconnected with the LADWP within the City.

According to LADWP's 2017 Power SLTRP, LADWP has a net dependable generation capacity greater than 7,531 MW.[51] On August 31, 2017, LADWP's power system experienced a record instantaneous peak demand of 6,432 MW.[52] In 2020, approximately 34 percent of LADWP's 2019 electricity mix was from renewable sources, which is similar to the 32 percent statewide percentage of electricity purchases from renewable sources.[53] The annual electricity sale to customers for the 2016-2017 fiscal year was approximately 22,878 million GWh.[54]

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the State's total energy requirements. Natural gas is measured in terms of cubic feet (cf).

The Southern California Gas Company (SoCalGas), a subsidiary of Sempra Energy (the nation's largest natural gas supplier), provides natural gas to the City through existing gas mains located under the streets. Natural gas service is provided in accordance with the SoCalGas' policies and extension rules on file with the CPUC at the time contractual agreements are made. The availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SoCalGas is under the jurisdiction of the CPUC but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas

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[51] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc;jsessionid=tZlwvDfLwXXctcCTlvRT4F8V3QTps81VM4cpNChT5d16gCjRK5LR!1069023533?_adf.ctrl-state=wsnivysdn_4&_afrLoop=298421656279478&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D298421656279478%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dlevygjy_4, accessed March 2022.*

[52] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc;jsessionid=tZlwvDfLwXXctcCTlvRT4F8V3QTps81VM4cpNChT5d16gCjRK5LR!1069023533?_adf.ctrl-state=wsnivysdn_4&_afrLoop=298421656279478&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D298421656279478%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dlevygjy_4, accessed March 2022.*

[53] *California Energy Commission, Utility Annual Content Labels for Los Angeles Department of Water and Power, website: https://www.energy.ca.gov/filebrowser/download/3234, accessed March 2022.*

[54] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=wsnivysdn_4&_afrLoop=298488554950411&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D298488554950411%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dlevygjy_17, accessed March 2022.*

supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

SoCalGas, along with five other California utility providers release a California Gas Report every two years, presenting a forecast of natural gas supplies and requirements for California through the year 2035. This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. Overall, SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the State's transition to renewable energy displacing fossil fuels including natural gas.[55]

Gas supply available to SoCalGas from California sources averaged 69 million cubic feet (cf)/day in 2021.[56] SoCalGas projects total natural gas demand to decrease at an annual rate of 1 percent per year from 2020 to 2035. The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency standards and programs and SB 350. Other factors that contribute to the downward trend are tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, a decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and decreasing, the SoCalGas' projection for natural gas also decreases. SoCalGas' storage fields attain a combined theoretical storage working inventory capacity of 137 billion cf. Based on the 2022 California Gas Report, the CEC estimates that current natural gas consumption within the SoCalGas' planning area is 2,660 million cf/day in 2021.[57]

Transportation Energy

Different types of energy sources, or fuels, are used for transportation in the U.S., which include petroleum products (e.g., gasoline, diesel, jet fuel, residual fuel oil, and propane), biofuels (e.g., ethanol and biodiesel), natural gas, and electricity. Petroleum-based fuels account for about 90 percent of California's transportation energy sources. Gasoline remains the dominant fuel within the transportation sector, with diesel fuel and aviation fuels following. The transportation sector generates the most GHG emissions and uses the most energy in California. In recognition of these challenges, California has been enacting policies and goals to shift the transportation sectors toward cleaner, sustainable fuels and more efficient technology vehicles.

Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.6 billion gallons in 2017 to between 12.1 billion and 12.6 billion gallons

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[55] *California Gas and Electric Utilities, 2022 California Gas Report, website: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed September 2022.*

[56] *California Gas and Electric Utilities, 2022 California Gas Report, website: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed September 2022.*

[57] *California Gas and Electric Utilities, 2022 California Gas Report, website: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed September 2022.*

in 2030, a 19-percent to 22-percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles. The CEC projects that the amount of alternative fuel (e.g., electricity, natural gas, hydrogen, ethanol) consumed within the transportation sector will increase in the future.[58]

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. A significant impact would occur if the Proposed Project results in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The following provides a discussion of six criteria contained in Appendix F of the CEQA Statute and guidelines to help determine whether the Project would result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Criteria 1) *The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

Construction

Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Construction of the Proposed Project would generate an increased demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase, and the consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. In order to quantify the amount of diesel and gasoline fuel utilized for the Proposed Project's construction, the equipment usage, horsepower, load factors, and fuel rates from the construction phases and activities calculated in the CalEEMod worksheets for the Proposed Project were utilized to estimate the gallons of diesel and gasoline consumed (Appendix B, Energy Consumption Worksheets). Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Construction of the Proposed Project would require the export of asphalt and building debris from the portion of the Project Site proposed to be developed during the demolition and site clearing phases. Additionally, up to 8,500 cubic yards of soil would be exported as a result of the grading for the subterranean level. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period.

The total electricity, gasoline and diesel fuel anticipated to be used during construction is summarized in Table 4.6, Summary of Energy Usage During Construction, below. As shown,

[58] *CEC, Revised Transportation Energy Demand Forecast, 2018-2030, website:* https://efiling.energy.ca.gov/getdocument.aspx?tn=223244*, accessed March 2022.*

construction of the Proposed Project would consume approximately 1,138 kWh of electricity, approximately 21,732 gallons of diesel fuel, and 8,584 gallons of gasoline during construction.[59]

Table 4.6
Summary of Energy Use During Construction

Fuel Type	Quantity
Electricity	1,138 kWh [a]
Gasoline	8,584 gallons
Diesel	21,732 gallons

Notes:
[a] kWh = Kilowatt-hour
Source: Parker Environmental Consultants, 2023.
Calculation worksheets are provided in Appendix B to this SCEA.

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. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (AQMD Rule 403), and meeting specified fuel and fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient, or unnecessary consumption of energy. Accordingly, energy demands during construction would be less than significant.

The energy analysis does not include a full life cycle analysis of energy usage that would occur over the production/transport of materials used during the construction of the Proposed Project or used during the operational life of the Proposed Project, or the end of life for the materials and processes that would occur as an indirect result of the Proposed Project. Estimating the energy usage associated with these processes would be too speculative for meaningful consideration, would require analysis beyond the current state-of-the-art impact assessment, and may lead to a false or misleading level of precision in reporting. Manufacture and transport of materials related to Project construction and operation is expected to be regulated under regulatory energy efficiency requirements. Therefore, it is assumed that energy usage related to construction and operational materials would be consistent with current regulatory requirements regarding energy usage.

[59] *Refer to Energy Consumption Worksheets included as Appendix B in this SCEA.*

Operation

Electricity

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The *L.A. Green Building Code* imposes energy conservation measures for all new projects to further reduce energy demands within new buildings. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2023, 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. Among many requirements, the *L.A. Green Building Code* requires projects to achieve a 20 percent reduction in water demand. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption.

Based on correspondence with LADWP, there is one overhead 4.8-kV circuit along the west, north, and east side of the Project Site. The nearest 34.5-kV circuits are at the intersection of Hollywood Boulevard and Western Avenue.[60] The Proposed Project would require on-site transportation and may require underground line extensions on public streets. The projected increase in electrical demand due to the Proposed Project would not have an adverse impact on its electrical system. As such, electric service is available and would be provided to the development. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. In total, LADWP operates 21 receiving stations and 162 distribution stations to provide electricity to LADWP customers, with additional facilities to be acquired as their load increases. Power supply sources include: 29% from renewable energy sources, 34% from natural gas, 9% from nuclear, 3% from large hydro, 19% from coal, and 6% from other and unspecified sources. The estimated power requirements for the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. The LADWP power system set its all-time high peak at 6,432 MW on August 31, 2017, a 1-in-12.6 weather event.[61]

The Proposed Project's electricity demands shown in Table 4.7 are estimated based on the calculated electricity usage provided in SCAQMD's CalEEMod program. As shown in Table 4.7, below, the estimated increase in electricity consumption by the Proposed Project would be approximately 161,834 kWh per year. Implementation of code compliance measures would ensure the Proposed Project meets the minimum Title 24 energy efficiency requirements and further reduce demand for electricity, including peak power demands. Specifically, the Proposed

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[60] *Los Angeles Department of Water and Power, Water and Electricity Connection Services Request, 5600 Franklin Avenue Project, September 17, 2020 (See Appendix J.5 to this SCEA).*

[61] *LADWP, 2018 Retail Electric Sales and Demand Forecast, https://rates.ladwp.com/Admin/Uploads/Load%20Forecast/2019/04/2018%20Load%20Forecast_Final.pdf, accessed March 2022.*

Project would include energy efficient lighting fixtures, low-flow water features, and energy efficient mechanical heating and ventilation systems. Additionally, LADWP would confirm the availability of electric service connections for the Proposed Project. Therefore, the development of the Proposed Project would not cause wasteful, inefficient, or unnecessary consumption of electricity.

Table 4.7
Estimated Electricity Consumption by the Proposed Project

Land Use	Size	Total Electricity Demand (kWh/year) [a]
Existing Uses		
Auto Service Center	2,200 sf	21,310
Multi-Family Residential	4 du	14,317
Total Existing Electricity Demand:		***35,627***
Proposed Uses		
Multi-Family Residential	41 du	136,552
Parking, Utilities, Storage	22,800 sf	60,909
Total Proposed Project Electricity Demand:		***197,461***
Existing Electricity Demand (to be demolished):		*(35,627)*
NET TOTAL Electricity Demand:		**161,834**

Notes: sf =square feet; du = dwelling unit; kWh = kilowatt-hour
[a] SCAQMD, CalEEMod Version 2022.1.1.12, See Appendix D to this SCEA.
Source: Parker Environmental Consultants, 2023.

Natural Gas

As shown in Table 4.8, below, the natural gas consumption as a result of the operation of the Proposed Project would result in a net decrease of approximately 164,945 cubic feet per year. Therefore, operation of the Proposed Project would be within the SoCalGas' existing natural gas storage capacity of 137 billion cubic feet as of 2021.

Due to the City's All Electric Ordinance (Ord. No. 187,714), the City is phasing out natural gas use in new buildings beginning in January of 2023. As such, the Proposed Project's natural gas usage was quantified in CalEEMod to exclude natural gas use from building energy systems within the residential units of the Proposed Project. Additionally, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2023, 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. The cool roof standards and water conservation features would further reduce demands upon building heating and cooling. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption and natural gas demand. Therefore, the development of

the Proposed Project would not cause wasteful, inefficient, or unnecessary consumption of natural gas.

Table 4.8
Estimated Natural Gas Consumption by the Proposed Project

Land Use	Size	Total Natural Gas Demand (kBTU/yr) [a]	Total Natural Gas Demand (cf/yr) [b]
Existing Uses			
Auto Service Center	2,200 sf	77,740	76,185
Multi-Family Residential	4 du	90,571	88,760
Total Existing Natural Gas Demand:		***168,331***	***164,945***
Proposed Project			
Multi-family Residential	41 du	0 [c]	0 [c]
Total Proposed Project Natural Gas Demand:		**0**	**0**
Less Existing Natural Gas Demand:		*(168,331)*	*(164,945)*
NET TOTAL Natural Gas Demand:		**(168,331)**	**(164,945)**

Notes: sf =square feet; du = dwelling unit
[a] SCAQMD, CalEEMod Version 2022.1.1.12, See Appendix D, Greenhouse Gas Worksheets.
[b] 1kBTU is equivalent to 0.98 cubic feet of natural gas.
[c] Assumes compliance with the City's All-Electric Ordinance (Ord. No. 187,714).
Source: Parker Environmental Consultants, 2023.

Fossil Fuels

Operation of the Proposed Project would generate vehicle trips associated with people driving to and from the Project Site for work, home, or other destinations throughout the region. Based on the estimated trip generation and the annual VMT calculated in the CalEEMod air quality worksheets (see Appendix A to this SCEA), it is estimated that operation of the Proposed Project would result in a net increase of approximately 161,965 annual vehicle miles traveled on an annual basis.[62] Furthermore, because the Proposed Project would replace an existing auto center and multi-family residential building, the Proposed Project would result in a net increase in operational fuel usage of 6,273 gallons of gasoline and 573 gallons of diesel fuel per year, as shown in Table 4.9, below.

[62] *See CalEEMod Worksheets, included as Appendix A, and Fuel Consumption Calculations, included as Appendix B, to this SCEA.*

Table 4.9
Estimated Transportation Energy Consumption by the Proposed Project

	Annual VMTs (miles) [a]	Fuel Rate (mpg) [b]	Total Fuel Demand (gallons/year)
Diesel			
Existing (to be demolished)	5,840	8.48	*(689)*
Proposed Project	10,699	8.48	*1,262*
		Net Diesel Consumption:	***573***
Gasoline			
Existing (to be demolished)	181,028	24.01	*(7,540)*
Proposed Project	331,656	24.01	*13,813*
		Net Gasoline Consumption:	***6,273***

Notes: VMTs = vehicle miles traveled; mpg = miles per gallon
[a] *Appendix D, Greenhouse Gas Emissions: Total Annual VMTs from Operational Mobile; It is assumed that 93% of VMTs are associated with gasoline-powered vehicles and 3% of VMTs are associated with diesel-powered vehicles.*
[b] *Fuel efficiency estimates were based on EMFAC2021 (v1.0.2) Emissions Inventory data. See Appendix B, Energy Consumption Worksheets.*
Parker Environmental Consultants, 2023.

The Proposed Project would include several conservation measures to decrease reliance on fossil fuels, including coal, natural gas and oil. Further, the Project Site is located in the Hollywood area, which is highly connected to the regional transit network in the Los Angeles area. Public transportation within the vicinity of the Project Site consists primarily of multiple-stop, local-serving bus lines that provide access to shopping, business, and entertainment destinations in the Project vicinity, as well as some regional/commuter public transit opportunities. In the vicinity of the Project Site, bus stops are primarily located along Franklin Avenue, Western Avenue, and Hollywood Boulevard. Bus lines that operate in the Project Site area include, but are not limited to, Metro lines: 180, 181, 207; Metro Rapid lines 757 and 780; and the LADOT DASH Hollywood line. These bus lines provide access to other bus lines that connect to other parts of the City and to the greater Los Angeles metropolitan area.

The Proposed Project is an infill development and would construct a multi-family residential building. Because of the Project Site's location near transit service, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some residents, employees and patrons would take transit to their destinations, or would walk to destinations nearby. As such, a reduction in vehicle trips and VMT would decrease the Proposed Project's reliance on fossil fuels. This estimate would be further reduced with the promotion of electric vehicle supply equipment (EVSE) on-site. Pursuant to City's Green Building Code, a minimum of 30 percent of the total code required parking is required to be capable of supporting future EVSE. Twenty-five (25) percent of the required residential parking spaces is required to be low power electric vehicle charging stations (EVCS), which can be counted towards the total number of EVSE spaces. The provision of EV infrastructure would further serve to promote the utilization of alternative fueled

vehicles thus, reducing the combustion of fossil fuels. Based on these factors, the Proposed Project's vehicle trips would decrease overall per capita energy consumption, decrease reliance on fossil fuels, and would serve to promote reliance on renewable energy sources. As such, the development of the Proposed Project would not cause wasteful, inefficient or unnecessary consumption of fossil fuels and would promote walking, biking, and other modes of public transportation.

Therefore, with incorporation of the features identified above, the Proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Criteria 2) The effects of the Project on local and regional energy supplies and on requirements for additional capacity.

Electricity

Construction of the Proposed Project would generate a demand for the treatment and conveyance of water for dust suppression activities during the excavation and grading phase. The electricity demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Furthermore, the electricity demand during construction would be offset with the removal of the existing on-site uses which currently generate a demand for electricity.

With respect to operational electricity demand, correspondence with LADWP (See Appendix J.5) states that electric service is available to serve the Proposed Project and would be provided in accordance with LADWP's Rules Governing Water and Electric Service. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for the Proposed Project would be part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. The LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model. In planning sufficient future resources, the LADWP's Power Strategic Long-Term Resource Plan incorporates the estimated power requirement for the Project through the load forecast input and has planned sufficient resources to supply the electricity needs.[63] Therefore, the Project would not result in an increase in demand for electricity that exceeds available supply, and construction and operations of the Proposed Project would thus not affect local or regional electricity supplies or requirements for additional capacity and impacts would be less than significant.

[63] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=wsnivysdn_4&_afrLoop=300049619287801&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D300049619287801%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dlevygjy_30, accessed March 2022.*

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no demand generated by construction, resulting in a net decrease when compared to existing operations.

With respect to operations, SoCalGas manages the pipelines adjacent to the Project Site. If problems/deficiencies were to exist, appropriate actions (e.g., pressure betterments, natural gas supplies) would need to be initiated to solve problems. It is anticipated that the SoCalGas would be able to meet the natural gas demands of the Project. However, consistent with standard practice, a detailed natural gas survey of equipment would be completed prior to construction to ensure that the current infrastructure can adequately sustain the demand for the Proposed Project. Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Proposed Project would not require extensive infrastructure improvements to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Proposed Project. The Proposed Project would, however, require local infrastructure improvements to connect to the existing infrastructure serving the Project area. “Hooking-up” disruptions along sidewalks or streets cannot be determined until the actual natural gas demand is known. However, impacts associated with utility upgrades or additional connections would be temporary in nature. Therefore, the Proposed Project would not adversely affect local and regional natural gas supplies or generate a demand for additional capacity during construction or operation. Impacts would be less than significant.

Transportation Energy

In 2022, approximately 527,839 thousand barrels of crude oil (approximately 22.1 billion gallons) were supplied to California refineries.[64] Based on the CEC’s Retail Fuel Outlet Annual Reporting Results, approximately 3.06 billion gallons of gasoline fuel and 0.22 billion gallons of diesel fuel was sold in Los Angeles County in 2021.[65]

In order to quantify the amount of diesel and gasoline fuel utilized for the Project’s construction, the total CO_2 emissions from each of the construction phases and activities calculated in the CalEEMod worksheets for the Project were utilized to estimate the gallons of diesel and gasoline consumed (Appendix B, Energy Conservation Worksheets). 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, the effects of the Project on local and regional energy supplies and on requirements for additional capacity would not be significant. This estimate is conservative since it is assumed that California’s reliance on oil would be reduced since vehicles

[64] *California Energy Commission, Oil Supply Sources to California Refineries, website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries, accessed June 2023.*

[65] *California Energy Commission, California Retail Fuel Outlet Annual Reporting Results, website: https://www.energy.ca.gov/media/3874, accessed June 2023.*

are transitioning to alternative fuels, such as electric-fueled vehicles. As such, the gasoline consumption associated with the Proposed Project's vehicle trips during both construction and operation would be a negligible amount of oil compared to the total amount of oil supplied to California and sold in the Los Angeles County, and impacts on regional and local supplies would be less than significant.

Criteria 3) The effects of the Project on peak and base period demands for electricity and other forms of energy.

As discussed above, the electricity demand, natural gas consumption, and transportation energy consumption would be well within the available regional supplies and overall capacity of LADWP, SoCalGas, and California refineries, respectively. The Proposed Project's energy demand and consumption are negligible compared to available supplies during both construction and operation.

With regard to peak electricity load conditions, the 2017 Power SLTRP stated the LADWP power system experienced an all-time high peak of 6,432 MW on August 31, 2017.[66] LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2024-2025 (closest forecasted year to project operational year), the base case peak demand for the power grid is approximately 6,029 MW. Under peak conditions, the Project would consume approximately 161,834 kWh on an annual basis which, assuming 12 hours of active electricity demand per day, would be equivalent to approximately 37 kW (peak demand assuming 4,380 hours per year of active electricity demand). In comparison to the LADWP power grid base peak load of approximately 6,029 MW for 2024-2025, based on the assumption above, the Proposed Project would represent approximately 0.000006 percent of the LADWP base peak load conditions. Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

With regard to peak day natural gas demand, the 2022 California Gas Report estimated an extreme peak day demand of 2,735 million cf for 2025.[67] This results in a monthly peak natural gas usage of 30.9 million cf per day (conservatively assuming natural gas usage would only occur during the winter months). In comparison to the CEC extreme peak day demand of 2,735 million cf for 2025, based on the assumption above, the Proposed Project would be well within SoCalGas' forecasted extreme peak day demand. Therefore, Project natural gas demand during operational activities would have a negligible effect on peak demands of the natural gas supplies.

The electricity, and natural gas energy supplies would be sufficient to serve the Proposed Project's peak energy demand. Thus, the Proposed Project's electricity and natural gas demand

[66] *LADWP, 2018 Retail Electric Sales and Demand Forecast, website: https://rates.ladwp.com/Admin/Uploads/Load%20Forecast/2019/04/2018%20Load%20Forecast_Final.pdf, accessed March 2022.*

[67] *California Gas and Electric Utilities, 2022 California Gas Report, website: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed September 2022.*

during operational activities would have a negligible effect on demand during peak and base load periods of the power grid and on the natural gas supplies, and impacts would be less than significant.

Criteria 4) The degree to which the Project complies with existing energy standards.

Construction

During construction, trucks and equipment operated on-site would comply with SCAQMD's anti-idling regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets regulation. Compliance with the anti-idling and diesel-fueled fleet regulations would directly reduce the amount of diesel fuel consumed during the construction phase. Construction equipment would comply with energy efficiency requirements contained in the Federal Energy Independence and Security Act, which mandates standards for electrical motors and equipment. Therefore, the Project's construction activities would comply with existing energy standards, and impacts would be less than significant.

Operation

The Project would be required to comply with 2022 Title 24 requirements, 2022 CalGreen requirements, and the L.A. Green Building Code. Therefore, the Project would comply with energy standards with respect to electricity and natural gas usage. With respect to transportation energy, it should be noted that the fuel use for vehicle transportation is conservatively based on an estimate of the Project's total annual VMTs and current fuel use estimated in mpg for gasoline and diesel. Future fuel use in the region would actually be lower as a result of CAFE standards and CARB's Advanced Clean Cars Program, which would further increase fuel economy and reduce demands for transportation fuel. Therefore, the Project would comply with all existing construction and operational energy standards that are applicable to the Project, and impacts would be less than significant.

Criteria 5) The effects of the Project on energy resources.

Electricity Resources

As previously described, LADWP's electricity generation is supplied from a variety of non-renewable and renewable sources, such as coal, natural gas, solar, geothermal, wind, and hydropower. Construction of the Project would generate a temporary demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase. However, it is anticipated that electricity demands during construction would be well below the existing electricity demands of the current uses on the Project Site, and construction activities would not necessitate additional energy facilities or distribution infrastructure.

In accordance with SB 350, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. LADWP has increased its renewable energy percentage from 3 percent in 2003 to 32 percent in 2018. LADWP's future strategy is pursuing higher renewables, energy efficiency, and future electrification of existing fossil fuel processes. It is expected that solar and

wind will provide most of the new renewable electric generation in the years ahead. The Project would adhere to the required building code standards, such as 2022 Title 24 standards and L.A. Green Building Code, to ensure energy efficiency within the proposed structures. Compliance with energy standards is expected to result in more efficient use of electricity in future years. The LADWP's 2017 Power SLTRP identifies adequate resources (renewables, natural gas, coal) that are consistent with the RPS mandates to support future generation capacity. As such, the Project would not impact electricity resources during either construction or operation, and impacts would be less than significant. Due to the Project Site's location, other types of on-site renewable energy sources would not be feasible on-site as there are no local sources of energy from the following sources: biodiesel, biomass, hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, methane, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Therefore, the Proposed Project would not affect electrical resources during operation or construction, and impacts would be less than significant.

Natural Gas Resources

Sources of Southern California's natural gas are primarily obtained from western United States and Canada with a small portion from in-state. Construction activities for the Proposed Project, including the construction of new buildings and facilities, would not involve the consumption of natural gas. Compliance with energy standards is expected to result in more efficient use of natural gas in future years. Therefore, the Proposed Project would not affect natural gas resources during operation or construction, and impacts would be less than significant.

Transportation Energy Resources

As mentioned previously, approximately 527,839 thousand barrels of crude oil (approximately 22.1 billion gallons) were supplied to California refineries in 2022.[68] Based on the CEC's Retail Fuel Outlet Annual Reporting Results, approximately 3.06 billion gallons of gasoline fuel and 0.22 billion gallons of diesel fuel was sold in Los Angeles County in 2021.[69] 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. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (AQMD Rule 403), and meeting specified fuel and fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. This estimate is conservative since it is based on current fuel efficiency standards for diesel and gasoline engines. California's future reliance on transportation fuel would be further reduced in future years since vehicles are transitioning to alternative fuels, such as electric-fueled vehicles under CAFE standards and CARB's Advanced Clean Cars Program. As such, the Proposed Project's

[68] *California Energy Commission, Oil Supply Sources to California Refineries, website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries, accessed June 2023.*

[69] *California Energy Commission, California Retail Fuel Outlet Annual Reporting Results, website: https://www.energy.ca.gov/media/3874, accessed June 2023.*

transportation energy consumption during construction and operation would not substantially affect California's petroleum based transportation fuel supplies or Los Angeles County's fuel sales, and impacts would be less than significant.

Criteria 6) The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As discussed in the Section XVII. Transportation, of this SCEA, the Proposed Project would promote trip reductions and alternative modes of transportation. The Project Site is located within a HQTA, as defined by the SCAG. The Proposed Project's mix of residential and commercial/retail uses, close proximity to numerous transit options, and location near a broad mix of existing land uses would result in a net reduction in daily trips and VMT. As such, the Proposed Project would promote alternate modes of transportation and reduce its reliance on transportation energy and impacts would be less than significant.

As demonstrated in the analysis of the six criteria discussed above, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Proposed Project's demands on electricity, natural gas, and transportation energy would not significantly affect local and regional supplies or capacity. The Proposed Project's energy usage during base and peak periods would be consistent with electricity and natural gas future projections for the region. Electricity generation capacity and supplies of natural gas and transportation fuels would be sufficient to meet the needs of Project-related construction and operational activities. Additionally, the Project would comply with all energy conservation standards applicable to the Proposed Project. In summary, the Proposed Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. Therefore, the Proposed Project would not cause wasteful, inefficient, and unnecessary consumption of energy during the construction and operation, and impacts with respect to energy consumption would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. A significant impact could occur if the Proposed Project has the potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Appendix F: Energy Conservation of the State CEQA Guidelines states the goal of conserving energy implies the wise and efficient use of energy. The State CEQA Guidelines outlines three means to achieve this goal: (1) Decreasing overall per capita energy consumption, (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and (3) Increasing reliance on renewable energy sources.

The determination of whether a project results in a significant impact on energy conservation shall be made considering the following factors: a) the extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities; b) whether and when the needed infrastructure was anticipated by adopted

plans; and c) the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Electricity

California's Renewable Portfolio Standards (RPS)

First established in 2002 under Senate Bill 1078, California's Renewable Portfolio Standards (RPS) require retail sellers of electric services to increase procurement from eligible renewable energy resources to 20 percent of total retail sales by 2017.[70] In 2015, SB 350 increased the State's standards to require a 50% RPS by 2030. SB 350 includes interim annual RPS targets with three-year compliance periods and requires 65% of RPS procurement to be derived from long-term contracts of 10 or more years. In 2018, SB 100 (de León, 2018) was signed into law, which again increases the RPS to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.[71]

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2022 Standards will continue to improve upon the 2019 Standards for new construction of, and additions and alterations to, residential and non-residential buildings. The effective date of the 2022 Standards is January 1, 2023.[72] The Energy Efficiency Standards are a specific response to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The Proposed Project includes energy efficiency components to conserve energy, which are detailed below.

City of Los Angeles Department of Water and Power - Power Strategic Long-Term Resource Plan (SLTRP)

Starting in 2017, the City's Power Integrated Resource Plan (IRP) was expanded into the Power Strategic Long-Term Resource Plan (SLTRP), which increases LADWP's planning horizon, from 20 years, ending in 2037, through 2050, in order to better align with Statewide greenhouse gas emissions goals and align with Los Angeles' 100% clean energy initiative. The LADWP's 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) document serves as a comprehensive 25-year roadmap that guides the LADWP Power System in its efforts to supply reliable electricity in an environmental responsible and cost-effective manner. The goal of the 2017 SLTRP is to identify a portfolio of generation resources and Power System assets that meets the City's future energy needs at the lowest cost and risk consistent with LADWP's environmental priorities and

[70] *CPUC, California Renewables Portfolio Standard (RPS) Program, https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-power-procurement/rps, accessed, March 2022.*

[71] *CPUC, California Renewables Portfolio Standard (RPS) Program, https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-power-procurement/rps, accessed, March 2022.*

[72] *California Energy Commission, 2019 Building Energy Efficiency Standards, website: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency, accessed March 2022.*

reliability standards. The 2017 SLTRP re-examines and expands its analysis on the 2016 IRP resource cases with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent Renewable Portfolio Standard (RPS), advanced energy efficiency, and higher levels of local solar, energy storage, and transportation electrification.

Following the results of the "Los Angeles 100% Renewable Energy Study" (LA100 Study), a three-year study confirms that a 100 percent renewable power system is achievable for the City of Los Angeles. The City Council established an accelerated goal for all of the City's electricity to come from zero-carbon energy by 2035. The upcoming 2022 SLTRP will analyze pathways for achieving this ambitious goal, incorporating community and stakeholder input, and building upon the LA100 Study findings.[73] As the Proposed Project would derive its electricity from the LADWP, the Proposed Project's energy demands would primarily be derived from renewable energy sources.

The Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code and the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2023, 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 California Administrative Code and the L.A. Green Building Code would reduce the Project Site's 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. As the Proposed Project is consistent with the regional growth projections of the City of Los Angeles, the estimated power requirements for the Project Site are part of the total load growth forecast for the City of Los Angeles and have been taken into account in 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.[74] As such, the Proposed 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

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the L.A. Green Building Code which requires the use of numerous

[73] *LADWP, Power, Strategic Long-Term Resource Plan and Clean Energy Future, website: https://www.ladwp.com, accessed March 2022.*

[74] *LADWP, Renewable Energy Program, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-re-renewableenergypolicy?_adf.ctrl-state=134gl3ib8i_42&_afrLoop=1177302159454723, accessed March 2022.*

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 Proposed Project. Compliance with the City's all-electric Ordinance (Ord. 187,714) would further reduce natural gas demands for all newly constructed buildings in the City. As such, the Proposed 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 Proposed Project would include several conservation measures to decrease reliance on fossil fuels. As discussed previously the Project Site is an infill site within a Transit Priority Area as defined by CEQA. The Project Site is also located within ½ mile of numerous rail lines and bus routes with peak commute service intervals of 15 minutes or less. In addition to its location in a Transit Priority Area, the Proposed Project would provide on-site bicycle parking pursuant to LAMC Section 12.21 A.16. Additionally, pursuant to City's Green Building Code, a minimum of 30 percent of the total code required parking is required to be capable of supporting future EVSE. Twenty-five (25) percent of the required residential parking spaces is required to be low power electric vehicle charging stations (EVCS), which would promote the use of zero and low emissions vehicles. Compliance with the LAMC would ensure that the Proposed Project does not conflict with the 2020 RTP/SCS goals to reduce the regions reliance on fossil fuels.

With incorporation of the features identified above, the Proposed Project would not result in any significant environmental effects with respect to renewable energy. The Proposed Project would be required to comply with the 2022 CALGreen Code, 2022 Title 24 standards, and the L.A. Green Building Code standards. ***Therefore, with incorporation of the features identified above, the Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.***

<u>Cumulative Impacts</u>

Less Than Significant Impact*.* Development of the Proposed Project in conjunction with the related projects within the City of Los Angeles would further increase demand for electricity, natural gas, and fossil fuels.

Electricity

The Proposed Project and related projects would further increase demand for electricity service

provided by LADWP. As discussed above, the LADWP's 2017 SLTRP document serves as a comprehensive 20-year plan to supply reliable electricity to the City of Los Angeles in an environmentally responsible and cost-effective manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands. Therefore, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Compliance with Title 24 energy conservation standards, City of Los Angeles Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. ***Cumulative impacts to electricity service would therefore be less than significant.***

Natural Gas

Development of the Proposed Project in conjunction with the related projects would further increase regional demands for natural gas resources. As mentioned above, the SoCalGas allocated approximately 137 billion cubic feet to residential, small industrial and commercial customers. As a public utility provider, the SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Additionally, compliance with energy conservation standards pursuant to Title 24 of the California Administrative Code would reduce cumulative demands for natural gas resources. Each of the related projects would be required to quantify individual natural gas consumption and reviewed on a case-by-case basis to determine the SoCalGas' ability to serve each related project. Furthermore, compliance with the City's all-electric Ordinance (Ord. 187,714) would further reduce natural gas demands for all newly constructed buildings in the City. As such, it is anticipated the Proposed Project and related projects of similar size and type would be accommodated by SoCalGas. ***Therefore, cumulative impacts upon natural gas resources and infrastructure would be less than significant***.

Fossil Fuels

The Proposed Project and related projects would cumulatively increase the demand for transportation energy. The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are

expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Additionally, a majority of the related projects are also located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. Therefore, the related projects' locations would promote other modes of transportation such as walking, biking, and public transit options. ***As such, the Proposed Project and future related projects would be expected to cumulatively reduce consumption in transportation energy, and therefore be less than significant.***

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The following section summarizes and incorporates by reference information from the following report:

- Geotechnical Engineering Exploration and Fault Rupture Hazard Evaluation, Proposed Five-Story Residential Building Over One Subterranean Parking Level…5600-5616 West Franklin Avenue and 1857-1859 North Garfield Place, Hollywood, California, prepared by Byer Geotechnical, Inc., dated November 30, 2020 ("Geotechnical Investigation"). The Geotechnical Investigation is included as Appendix D to this SCEA.

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. A significant impact may occur if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Based on the information provided in ZIMAS, the Project Site is located within an Alquist-Priolo Fault.

The Project Site is located in an active seismic region, typical of Southern California. Moderate to strong earthquakes can occur on numerous local faults. Based on the Hollywood Quadrangle Earthquake Fault Zone, the Project Site is mapped within a 1,000 to 2,800-foot-wide zone around the Hollywood Fault, as shown in the Seismic Hazard Zones Map (see Appendix V of the Geotechnical Investigation). Based on the public records issued by the City of Los Angeles, which is available on Navigate LA website, the Project Site is located approximately 125 feet south of the mapped trace of the Hollywood Fault, as shown on the enclosed Local Fault Map (see Appendix V of the Geotechnical Investigation). Based on the research and the results of the field exploration and laboratory testing, the Geotechnical Investigation concluded that there is no evidence for the presence of an active fault crossing the Project Site.

According to the Geotechnical Investigation, the principal seismic hazard to the Proposed Project is strong ground shaking from earthquakes produced by local faults. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Additional precautions may be taken, including strapping water heaters and securing furniture to walls and floors. It is likely that the Proposed Project will be shaken by future earthquakes produced in southern California. Thus, the findings contained within the Geotechnical Investigation conclude that the development of the Proposed Project is feasible from a geotechnical engineering standpoint, provided the advice and recommendations contained within the Geotechnical Investigation are included in the plans and are implemented during construction, to the satisfaction of the Department of Building and Safety. Accordingly, the design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety. ***Based on these considerations, the Proposed Project would not expose people or structures to substantial adverse effects associated with fault rupture and would not cause or exacerbate seismic conditions on the Project Site, and potential impacts related to ground rupture from known earthquake faults would be less than significant.***

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California.

As mentioned previously, the Project Site is located in an active seismic region, typical of Southern California. Moderate to strong earthquakes can occur on numerous local faults. As discussed previously, there is no evidence for the presence of an active fault crossing the Project Site. The principal seismic hazard to the Proposed Project is strong ground shaking from earthquakes produced by local faults. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Additional precautions may be taken, including strapping water heaters and securing furniture to walls and floors. Because it is likely that the Project Site will be shaken by future earthquakes produced in southern California, site parameters for seismic design are presented in the Geotechnical Investigation (Appendix C of this SCEA).

Thus, the findings contained within the Geotechnical Investigation conclude that the development of the Proposed Project is feasible from a geotechnical engineering standpoint, provided the advice and recommendations contained within the Geotechnical Investigation are included in the plans and are implemented during construction, to the satisfaction of the Department of Building and Safety. Accordingly, the design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety, as well as the applicable recommendations of the Geotechnical Investigation which would ensure impacts associated with seismic hazards would remain less than significant. ***Therefore, construction and operation of the Proposed Project would not have the potential to***

exacerbate current environmental conditions that would create a significant hazard with respect to ground shaking, and impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The Project Site is located in an area identified as not having a potential for liquefaction on the "State of California Seismic Hazard Zones Map for the Hollywood Quadrangle". Additionally, according to the County of Los Angeles Seismic Safety Element, the Project Site is not located within an area identified as having a potential for liquefaction. Historically, highest groundwater in this area of Los Angeles is estimated to be more than 80 feet below the ground surface. Therefore, the earth materials underlying the Project Site are not considered subject to liquefaction.

The Project Site is considered to be suitable for the proposed construction from a geotechnical engineering standpoint, provided that the recommendations specified in the Geotechnical Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. The Proposed Project shall also comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified. ***Therefore, with compliance with the above regulatory compliance measures, impacts associated with the seismic related hazards including liquefaction would be less than significant.***

iv) Landslides?

Less Than Significant Impact. The Proposed Project would have a significant impact related to geology and soils if the Proposed Project exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The topography at the Project Site is relatively level. The City of Los Angeles Safety Element indicates the Project Site is not within a landscape or hillside area, and the closest landslide areas near the Project Site are located approximately 450 feet north of the Project Site. Therefore, the potential for slope stability hazards to adversely affect the Proposed Project is considered low. ***Thus, the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides, and a less than significant impact would occur.***

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation, grading/excavation, and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. 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 grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The application of Best Management Practices ("BMPs") includes but is not limited to the following regulatory compliance measures: (1) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the Project Site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity; and (2) Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

Additionally, prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction BMPs to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Compliance with regulatory measures would ensure a less-than-significant impact would occur with respect to erosion or loss of topsoil during construction.

Furthermore, the Geotechnical Investigation provides recommendations regarding foundations and temporary grading during construction of the Proposed Project. 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. Compliance with the standard conditions imposed by the City of Los Angeles Department of Building and Safety, as specified in the Soils Report Approval Letter, will further ensure that impacts to soil erosion or the loss of topsoil are less than significant.

Long-term operation of the Proposed Project would not result in substantial soil erosion or loss of topsoil. The majority of the Project Site would be covered by the proposed residential uses that so little soil would be exposed. Thus, no exposed areas subject to erosion would be created or affected by the Proposed Project. Therefore, the impacts of soil erosion during Proposed Project operation would be less than significant. ***As such, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to the loss soil erosion or loss of topsoil, and impacts would be less than significant.***

Regulatory Compliance Measures:

RCM-GEO-1 **Geology (Erosion/Grading/Short-Term Construction Impacts).** The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

RCM-GEO-2 **Geology (Erosion/Grading/Short-Term Construction Impacts).** Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following:

- Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

The Proposed Project would also implement Regulatory Compliance Measure, RCM-HYD-1 located under Checklist Question X, Hydrology and Water Quality, which would reduce the potential for soil erosion and loss of topsoil.

c) 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. The Proposed Project would have a significant impact related to geology and soils if it is located on a geologic unit that is unstable, or that would become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by the Proposed Project's exacerbation of existing environmental conditions.

As noted above, the Project Site is not within a liquefaction zone and is not located in an area susceptible to liquefaction or collapse. Additionally, the Project Site is relatively level, with no pronounced highs or lows. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity, and there is little or no potential for subsidence. The Geotechnical Investigation concluded that geotechnical conditions are favorable for the Proposed Project, provided that the recommendations specified in the Geotechnical Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Accordingly, the design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety, which would ensure impacts associated with unstable geologic unit or soils remain less than significant. As such, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides, lateral spreading, subsidence, liquefaction or collapse. ***With the implementation of Building Code requirements and regulatory compliance measures, above, potential impacts from landslide, lateral spreading, subsidence, liquefaction, or collapse, or the exacerbation of such, would be less than significant.***

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?

No Impact. A project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

To find the expansiveness of the underlying soil, a swell test was performed as provided in the Geotechnical Investigation. Based upon the testing, the expansion index of the near-surface soil is 37, which is expected to exhibit a low expansion potential. Based on the results of the Geotechnical Investigation, the proposed structure would not be prone to the effects of expansive soils. All imported fill shall be observed, tested, and approved by the Department of Building of Safety prior to bringing soil to the Project Site. Imported soils at finished grade are expected to exhibit a low expansion potential. Reinforcing beyond the minimum required by the City of Los Angeles Department of Building and Safety is not required. ***Therefore, no impact would occur with respect to expansive soils.***

e) 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. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. ***No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Therefore, no impacts related to alternative wastewater disposal systems would occur.***

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A significant impact may occur if grading or excavation activities associated with a Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site is located in the Hollywood Community Plan Area of the City of Los Angeles, and as described above, the Project Site has been graded and is currently improved with an auto service center and multi-family residential uses. The Project Site does not contain any known vertebrate paleontological resources.[75] This is further supported by correspondence received from the Natural History Museum of Los Angeles County dated July 13, 2020 (contained in Appendix I.2), which states that no vertebrate fossil localities lie directly within the Project Site boundaries. However, the proposed Project Site area does contain surface composites of soil on top of older Quaternary Alluvium, derived as alluvial fan deposits from the Hollywood Hills immediately to the north. The uppermost layers of these deposits in this vicinity typically do not contain significant fossil vertebrate remains. Very shallow excavations in the older Quaternary Alluvium exposed throughout the Proposed Project area are unlikely to uncover significant vertebrate fossils.

The Proposed Project proposes one subterranean level and would require the excavation and export of approximately 8,500 cubic yards of soil. As such, it is unlikely that older Quaternary deposits would be uncovered. As such, although no paleontological resources are known to exist on-site, there is a potential for unanticipated discovery of paleontological resources to exist at sub-surface levels on the Project Site, which may be uncovered during grading activities for construction of the Proposed Project's subterranean level and building foundations. As a standard condition required, the City of Los Angeles Department of Building and Safety shall be notified if paleontological resources are discovered during excavation, grading, or construction, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving

[75] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines.

Under California Public Resources Code Sections 5097.5 and 30244, development projects that involve grading/excavations are required to implement regulatory compliance measures. Implementation of the aforementioned regulatory compliance measures pertaining to paleontological resources would ensure that any resources found during the construction phase would be handled according to proper regulations. ***With adherence to the standard paleontological compliance measure identified above, impacts to paleontological resources would be less than significant.***

Regulatory Compliance Measure:

RCM-GEO-3 **Paleontological.** Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

- The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and related projects in the project area. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement applicable regulatory compliance measures and any required mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of the regulatory compliance measures recommended above, Proposed Project impacts would be less than significant. ***Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.***

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

INTRODUCTION

This section compares the Proposed Project's characteristics with applicable regulations, plans, and policies set forth by the State of California, SCAG and the City to reduce greenhouse gas (GHG) emissions to determine whether the Proposed Project is consistent with and/or would conflict with the provisions of these plans. To assist in analyzing the Proposed Project's potential to conflict with applicable regulations, plans and policies, this section also estimates the Proposed Project's GHG emissions generated by Project construction and operations, taking into account mandatory and voluntary energy and resource conservation measures that have been incorporated into the Project to reduce GHG emissions. Details of the GHG analysis are provided in the *CalEEMod worksheets*, which are attached as Appendix D of this SCEA, and are incorporated by reference.

ENVIRONMENTAL SETTING

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and severe weather events. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHGs keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, as GHG from human activities increase, they build up in the atmosphere and warm the climate,

leading to many other changes around the world - in the atmosphere, on land, and in the oceans, with associated adverse climatic and ecological consequences.[76]

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[77]

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 43 percent between 1990 and 2015. In addition, in the Global Carbon Budget 2019 report, published in December 2019, atmospheric carbon dioxide (CO_2) concentrations in 2018 were found to be 47 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years.[78] Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. Regarding emissions of non-CO_2 GHGs, these have also increased significantly since 1990.[79] In particular, studies have concluded that it is very likely that the observed increase in methane (CH_4) concentration is predominantly due to agriculture and fossil fuel use.[80]

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects

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[76] *USEPA, Climate Change Indicators: Greenhouse Gases, https://www.epa.gov/climate-indicators/greenhouse-gases, accessed March 2022.*

[77] *Pew Center on Global Climate Change, Climate Change 101: Understanding and Responding to Global Climate Change, website: https://www.pewtrusts.org/-/media/legacy/uploadedfiles/wwwpewtrustsorg/reports/global_warming/climate101full121406065519pdf.pdf, accessed March 2022.*

[78] *P. Friedlingstein et al.: Global Carbon Budget 2019, 2019, website: https://essd.copernicus.org/articles/11/1783/2019/, accessed March 2022.*

[79] *USEPA, Global Greenhouse Gas Emissions Data, www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data, Accessed March 2022.*

[80] *USEPA, Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gas, updated April 2021, website: https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases, accessed March 2022.*

in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.[81]

In December 2015, the US entered into the Paris Agreement which has a goal of keeping a global temperature rise this century below 2 degrees Celsius above pre-industrial levels and limit the temperature increase further to 1.5 degrees Celsius. This agreement requires that all parties report regularly on emissions and implementation efforts to achieve these goals.

Regarding the adverse effects of global warming, as reported by SCAG:

> *Global warming poses a serious threat to the economic well-being, public health and natural environment in southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, is also a major contributor to the global warming problem.*[82]

GHG FUNDAMENTALS

GHGs are those compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[83] More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency

[81] *United Nations Framework Convention on Climate Change, Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change, August 31, 2007, website: https://unfccc.int/files/press/news_room/press_releases_and_advisories/application/pdf/20070831_vienna_closing_press_release.pdf, accessed March 2022.*

[82] *SCAG, The State of the Region—Measuring Regional Progress, December 2006, p. 121, website: http://libraryarchives.metro.net/DPGTL/scag/2006-scag-state-of-the-region.pdf, accessed March 2022.*

[83] *As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.*

infrared energy, which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. Compounds that are regulated as GHGs are discussed in Table 4.10 below.[84, 85]

Not all GHGs possess the same ability to induce climate change. Carbon dioxide is the most abundant GHG in Earth's atmosphere. Other GHGs are less abundant but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). GWP is based on several factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years, otherwise referred to as atmospheric lifetime) relative to that of CO_2.

The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time.[86] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values in its Fourth Assessment Report (AR4). The GWPs in the IPCC AR4 are used by CARB for reporting Statewide GHG emissions inventories, consistent with international reporting standards. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline.

The IPCC has issued an updated Fifth Assessment Report (AR5), which has revised down the majority of the GWP for key regulated pollutants. As CARB still uses AR4 values and the modeling software CalEEMod is built on these assumptions, AR4 GWP values are used for the Project. Generally, the changes from AR4 to AR5 are reductions in warming potential for the GHG most associated with construction and operation of typical development projects. The GWP from AR4 and AR5 and atmospheric lifetimes for key regulated GHGs are provided in Table 4.11, below.

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84 *Intergovernmental Panel on Climate Change, Second Assessment Report, Working Group I: The Science of Climate Change, 1995, website: https://www.ipcc.ch/report/ar2/wg1/, accessed March 2022.*

85 *Intergovernmental Panel on Climate Change, Fourth Assessment Report, Working Group I Report: The Physical Science Basis, Table 2.14, 2007, website: https://www.ipcc.ch/report/ar4/wg1/, accessed March 2022.*

86 *GWPs and associated CO2e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). CARB has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.*

Table 4.10
Description of Identified GHGs[a]

GREENHOUSE GAS	GENERAL DESCRIPTION
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

[a] *GHGs identified in this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.*
Source: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007; Environmental Protection Agency, Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride; January 2009.

Table 4.11
Atmospheric Lifetimes and Global Warming Potentials

GAS	ATMOSPHERIC LIFETIME (YEARS)	GLOBAL WARMING POTENTIAL (100-YEAR TIME HORIZON) (AR4 ASSESSMENT)	GLOBAL WARMING POTENTIAL (100-YEAR TIME HORIZON) (AR5 ASSESSMENT)
Carbon Dioxide (CO_2)	50-200	1	1
Methane (CH_4)	12 (+/-3)	25	28
Nitrous Oxide (N_2O)	114	298	265
HFC-23: Fluoroform (CHF_3)	270	14,800	12,400
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430	1,300
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124	138
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390	6,630
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200	11,100
Sulfur Hexafluoride (SF_6)	3,200	22,800	23,500
Nitrogen Trifluoride (NF_3)	740	17,200	16,100

Source: IPCC, *Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials*.

Projected Impacts of Global Warming in California

In 2009, California adopted a statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: Public Health, Biodiversity and Habitat, Oceans and Coastal Resources, Water, Agriculture, Forestry, and Transportation and Energy. The California Natural Resources Agency will be updating the CAS and is responsible for preparing reports to the Governor on the status of the CAS. The Natural Resources Agency has produced climate change assessments which detail impacts of global warming in California.[87] These include:

- Sea level rise, coastal flooding and erosion of California's coastlines would increase, as well as sea water intrusion.
- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply.

[87] *State of California, Department of Justice, Office of the Attorney General, Climate Change Impacts in California, https://oag.ca.gov/environment/impact, accessed March 2022.*

- Higher risk of forest fires resulting from increasing temperatures and making forests and brush drier. Climate change will affect tree survival and growth.
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes resulting in public health impacts.
- Habitat destruction and loss of ecosystems due to climate change affecting plant and wildlife habitats.
- Global warming can cause drought, warmer temperatures and saltwater contamination resulting in impacts to California's agricultural industry.

With regard to public health, as reported by the Center for Health and the Global Environment at the Harvard Medical School, the following are examples of how climate change can affect cardio-respiratory disease: (1) pollen is increased by higher levels of atmospheric CO_2; (2) heat waves can result in temperature inversions, leading to trapped masses or unhealthy air contaminants by smog, particulates, and other pollutants; and (3) the incidence of forest fires is increased by drought secondary to climate change and to the lack of spring runoff from reduced winter snows. These fires can create smoke and haze, which can settle over urban populations causing acute and exacerbating chronic respiratory illness.[88]

REGULATORY FRAMEWORK

There are a number of plans, regulations, programs, and agencies that provide policies, requirements, and guidelines regarding GHG emissions at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act
- Corporate Average Fuel Economy (CAFE) Standards
- Energy Independence and Security Act
- California Air Resources Board
- California Greenhouse Gas Reduction Targets
- California Global Warming Solutions Act (AB 32)
- Climate Change Scoping Plan
- Cap-and-Trade Program
- Emission Performance Standards
- Renewables Portfolio Standard Program
- Clean Energy and Pollution Reduction Act
- Pavley Standards
- California Low Carbon Fuel Standard

[88] *Paul R. Epstein, et al., Urban Indicators of Climate Change, Report from the Center for Health and the Global Environment, (Harvard Medical School and the Boston Public Health Commission, August 2003), unpaginated, website: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C27.pdf, accessed March 2022.*

- Advanced Clean Cars Regulations
- Sustainable Communities and Climate Protection Act (SB 375)
- Senate Bill 743
- Executive Order N-79-20
- California Appliance Efficiency Regulations
- Title 24, Building Standards Code and CALGreen Code
- CEQA Guidelines
- South Coast Air Quality Management District
- Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy
- Green New Deal
- City of Los Angeles Green Building Code
- City of Los Angeles Solid Waste Programs and Ordinances
- City of Los Angeles General Plan
- Traffic Study Policies and Procedures

Federal

Federal Clean Air Act

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act (CAA), which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, USEPA issued an endangerment finding for GHGs under the Clean Air Act, setting the stage for future regulation.

The Federal Government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

Corporate Average Fuel Economy (CAFE) Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012-2016, and 2017-

2021. In March 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[89] These standards set a combined fleet wide average of 36.9 to 37 for the model years affected.[90]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the EPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[91]

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;

[89] *United States Environmental Protection Agency, Final Rule for Model Year 2021 - 2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, published April 30, 2020, website: https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule, accessed March 2022.*

[90] *National Highway Traffic Safety Administration (NHTSA),* Corporate Average Fuel Economy standards*, website: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy, accessed March 2022.*

[91] *U.S. EPA, EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond, August 2016, website: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-phase-2-greenhouse-gas-emissions-standards, accessed March 2022.*

- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[92]

State

California Air Resources Board

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the Federal Government and the local air districts. The SIP is required for the State to take over implementation of the Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels by 2020. Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

California Greenhouse Gas Reduction Targets

Executive Order S-3-05

Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

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

[92] *A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.*

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies, which comprise the California Climate Action Team (CAT), in order to collectively and efficiently reduce GHGs. The CAT provides periodic reports to the Governor and Legislature on the State of GHG reductions in the State as well as strategies for mitigating and adapting to climate change.

The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

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. Based on this executive order, CARB would work with relevant state agencies to develop a framework for implementation and accounting that tracks progress towards this goal as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code (HSC), Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable Statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for

reducing GHG emissions. CARB is required to adopt rules and regulations directing State actions that would achieve GHG emissions reductions.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG reductions.[93]

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5, establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach disadvantaged communities. The new goals outlined in SB 32 update the scoping plan requirement of AB 32 and involve 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.

AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

[93] *CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are: (1) a low-carbon fuel standard, which reduces carbon intensity in fuels statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.*

Climate Change Scoping Plan

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities. The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs). The 2017 Scoping Plan Update, shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table 4.12
Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] *312 – 260 = 52. 52 / 312 = 16.7%*

CARB, Final 2022 Climate Change Scoping Plan, November 2022.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code. Each of these is discussed further below.

Cap-and-Trade Program

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as one of the strategies California would employ to reduce GHG emissions. CARB asserts that this program will help put California on the path to meet its goal of ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under Cap-and-Trade, an overall limit on GHG emissions from capped sectors is established and facilities subject to the cap will be able to trade permits to emit GHGs.

CARB designed and adopted a California Cap-and-Trade Program[94] pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from public and private major sources (deemed "covered entities") by setting a firm cap on Statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandates. The Statewide cap for GHG emissions from the capped sectors[95] (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the Program's duration.

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities that emit more than 25,000 $MTCO_2e$ per year must comply with the Cap-and-Trade Program.[96] Triggering of the 25,000 $MTCO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or "MRR").[97]

Each covered entity with a compliance obligation is required to surrender "compliance instruments"[98] for each $MTCO_2e$ of GHG they emit. Covered entities are allocated free allowances in whole or part (if eligible), and can buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the Statewide emission limits will not be exceeded. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the state's emissions forecasts and the effectiveness of direct regulatory measures.

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[94] *California Code of Regulations 17, Section 95800 to 96023.*
[95] *California Code of Regulations 17, Section 95811, 95812.*
[96] *California Code of Regulations 17, Section 95812.*
[97] *California Code of Regulations 17, Section 95100-95158.*
[98] *Compliance instruments are permits to emit, the majority of which will be "allowances," but entities also are allowed to use CARB-approved offset credits to meet up to 8% of their compliance obligations.*

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported.[99] Accordingly, for projects that are subject to CEQA, GHG emissions from electricity consumption are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[100]

The Program applies to emissions that cover approximately 80 percent of the State's GHG emissions. Demonstrating the efficacy of AB 32 policies, California achieved its 2020 GHG Reduction Target four years earlier than mandated. The largest reductions were the result of increased renewable electricity in the electricity sector, which is a covered sector in the Cap-and-Trade Program.

AB 398 was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

Energy-Related (Stationary) Sources

Emission Performance Standards

SB 1368, signed September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

Renewables Portfolio Standard

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as a Renewables Portfolio Standard (RPS). Subsequent amendments provided additional targets throughout the years. Most recently, on October 7, 2015, SB 350 (Chapter 547, Statues of 2015), also known as the Clean Energy and Pollution Reduction Act, further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 also requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Climate Change Scoping Plan incorporated the SB 350 standards and estimated the GHG reductions

[99] *California Code of Regulations 17, Section 95811(b).*
[100] *California Code of Regulations 17, Section 95811, 95812(d).*

would account for approximately 21 percent of the Scoping Plan reductions.[101] On September 10, 2018, SB 100, provided additional RPS targets of 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by 2045.[102]

Mobile Sources

Pavley Standards

AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required 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 greenhouse gas emissions from new passenger vehicles for the 2009 through 2016 model years. Upon adoption of subsequent federal greenhouse gas standards by the United States Environmental Protection Agency (U.S. EPA) 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 greenhouse gas emission regulations which require further reductions in passenger greenhouse gas 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.[103] 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.[104]

In 2018, the USEPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE) which would roll back fuel economy standards and revoke California's waiver. The rule amended certain average fuel economy and GHG standards for passenger cars covering model years 2021 through 2026. On March 30, 2020, the SAFE Rule was finalized and published in the Federal

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[101] *CARB, California's 2017 Climate Change Scoping Plan, Table 3, p. 31, November 2017. Calculated as: (108 – 53) / 260 = 21 percent, website: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed March 2022.*

[102] *California Legislative Information, SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases, website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100, accessed March 2022.*

[103] *United States Environmental Protection Agency, 2012.*

[104] *CARB, California's Advanced Clean Cars Midterm Review, pp. ES-17, C-9, website: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-midterm-review, accessed March 2022.*

Register, commencing a review period. Subsequent legal challenges from a coalition of states, including California, and private industry groups were issued. In August 2021, USEPA proposed to revise and strengthen the emissions standards for passenger cars and light trucks for model years 2023-2026.

On September 27, 2019, the USEPA withdrew the waiver it had previously provided to California for the State's GHG and ZEV programs under Section 209 of the Clean Air Act.[105] The withdrawal of the waiver was effective November 26, 2019. In response, several states including California filed a lawsuit challenging the withdrawal of the EPA waiver.[106] In April 2021, the USEPA announced it will move to reconsider its previous withdrawal and grant California permission to set more stringent climate requirements for cars and SUVs.[107]

California Low Carbon Fuel Standard

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates the following: (1) that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a LCFS for transportation fuels be established in California. The final regulation was approved by the Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the LCFS became effective on the same day. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.[108]

The development of the 2017 Scoping Plan Update has identified LCFS as a regulatory measure to reduce GHG emission to meet the 2030 emissions target. In September 2018, the standards were amended by CARB to require a 20 percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32.[109]

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[105] *Federal Register, Volume 84, Issue 188, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, September 27, 2019, website: https://www.govinfo.gov/app/details/FR-2019-09-27/2019-20672, accessed March 2022.*

[106] *United States District Court for the District Court of Columbia, State of California vs. Chao, Case 1:19-cv-02826, 2019, website: https://www.edf.org/sites/default/files/content/1-19-cv-02826_Notice%20of%20CADC%20developments_02.06.20%20AS%20FILED.pdf, accessed March 2022.*

[107] *United States Federal Register, California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a Previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment (Document Number: 2021-08826), April 28, 2021, website: https://www.federalregister.gov/documents/2021/04/28/2021-08826/california-state-motor-vehicle-pollution-control-standards-advanced-clean-car-program, accessed March 2022.*

[108] *CARB, Low Carbon Fuel Standard - About, https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about. accessed March 2022.*

[109] *CARB, CARB amends Low Carbon Fuel Standard for wider impact, 2018, https://ww2.arb.ca.gov/index.php/news/carb-amends-low-carbon-fuel-standard-wider-impact. accessed March 2022.*

Advanced Clean Cars Regulations

In 2012, CARB approved the Advanced Clean Cars program, an emissions-control program for model years 2015–2025.[110] The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[111] During the March 2017 Midterm Review, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025.[112] Effective November 26, 2019, the federal SAFE Vehicles Rule Part One: One National Program withdrew the California waiver for the GHG and ZEV programs under section 209 of the Clean Air Act, which revokes California's authority to implement the Advanced Clean Cars and ZEV mandates. In response, several states including California filed a lawsuit challenging the withdrawal of the EPA waiver.[113] In April 2021, the USEPA announced it will move to reconsider its previous withdrawal of the waiver.[114]

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The state would not restrict used car sales, nor forbid residents from owning gas-powered vehicles. In accordance with the Executive Order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The strategies will provide important information for numerous regulations and incentive programs going forward by conveying what is necessary to address the aggressive emission reduction requirements.

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[110] *CARB, Advanced Clean Cars Program - About, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, accessed March 2022.*

[111] *CARB, Advanced Clean Cars Program - About, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, accessed March 2022.*

[112] *CARB, News Release: CARB finds vehicle standards are achievable and cost-effective, https://ww2.arb.ca.gov/news/carb-finds-vehicle-standards-are-achievable-and-cost-effective, accessed March 2022.*

[113] *United States District Court for the District Court of Columbia, State of California vs. Chao, Case 1:19-cv-02826, 2019, website: https://www.edf.org/sites/default/files/content/1-19-cv-02826_Notice%20of%20CADC%20developments_02.06.20%20AS%20FILED.pdf, accessed March 2022.*

[114] *United States Federal Register, California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a Previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment (Document Number: 2021-08826), April 28, 2021, website: https://www.federalregister.gov/documents/2021/04/28/2021-08826/california-state-motor-vehicle-pollution-control-standards-advanced-clean-car-program, accessed March 2022.*

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking package is anticipated to be presented to the Board in June 2022.

Sustainable Communities and Climate Protection Act (SB 375)

The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[115] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Los Angeles is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[116] In March 2018, the CARB updated the SB 375 targets for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[117] As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS) subsequent to the update of the emission targets. The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[118]

Under SB 375, the target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

Senate Bill 743

Governor Brown signed Senate Bill (SB) 743 in 2013, which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level

[115] *State of California, Senate Bill No. 375, September 30, 2008.*
[116] *CARB, Sustainable Communities & Climate Protection Program – About. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about.accessed December 2021.*
[117] *CARB, SB 375 Regional Greenhouse Gas Emissions Reduction Targets, 2018, website: https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Targets_2018.pdf, accessed March 2022.*
[118] *SCAG, Final 2020–2045 RTP/SCS, Chapter 0: Making Connections, p. 5, 2020.*

of service (LOS) methodology for evaluating transportation impacts. Particularly within areas served by transit, the required alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Building Standards and Other Regulations

California Appliance Efficiency Regulations

The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24, Building Standards Code and CALGreen Code

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the State achieve its GHG reduction goals under HSC Division 25.5 (e.g., AB 32) by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[119] The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory

[119] *California Building Standards Commission, 2010 California Green Building Standards Code, (2010), website: https://www.ladbs.org/docs/default-source/publications/misc-publications/2010-ca-green-building-standards-code.pdf?sfvrsn=11, accessed March 2022.*

measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[120]

On May 9, 2018, the CEC adopted the 2019 Title 24 Standards, which went into effect on January 1, 2020. The 2019 standards continue to improve upon the previous (2016) Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings.[121] The 2019 Title 24 Standards ensure that builders use the most energy efficient and energy conserving technologies and construction practices. As described in the 2019 Title 24 Standards represent "challenging but achievable design and construction practices" that represent "a major step towards meeting the Zero Net Energy (ZNE) goal." Single-family homes built with the 2019 Title 24 Standards are projected to use approximately seven percent less energy due to energy efficiency measures versus those built under the 2016 standards. Once the mandated rooftop solar electricity generation is factored in, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards. Nonresidential buildings are projected to use approximately 30 percent less energy due mainly to lighting upgrades.[122] Compliance with Title 24 is enforced through the building permit process.

On August 11, 2021, the CEC adopted the 2022 Title 24 Standards, which were approved by the California Building Standards Commission for inclusion into the California Building Standards Code in December 2021. The 2022 standards encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 standards.[123]

CEQA Guidelines

In August 2007, the California State Legislature adopted Senate Bill 97 (SB 97) (Chapter 185, Statutes of 2007), requiring the Governor's Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted CEQA guidelines that became effective on March 18, 2010.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the CEQA Guidelines.[124] The CEQA Guidelines require a lead agency to make a

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[120] *California Building Standards Commission, 2010 California Green Building Standards Code, (2010), website: https://www.ladbs.org/docs/default-source/publications/misc-publications/2010-ca-green-building-standards-code.pdf?sfvrsn=11, accessed March 2022.*

[121] *CEC, 2019 Building Energy Efficiency Standards, website: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency, accessed March 2022.*

[122] *CEC, 2019 Building Energy Efficiency Standards, Fact Sheet.*

[123] *California Energy Commission, 2022 Building Energy Efficiency Standards.*

[124] *See 14 Cal. Code Regs. §§ 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of*

good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Discretion is given to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, three factors are identified that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. 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 GHG emissions.[125]

The administrative record for the amendments to the CEQA Guidelines also clarifies "that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis."[126]

Regional

South Coast Air Quality Management District CEQA Guidance

The City of Los Angeles is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

[125] *14 Cal. Code Regs. § 15064.4(b).*

[126] *Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009, website: http://www.valleyair.org/programs/ccap/documents/Transmittal_LetterOPRApril2009.pdf, accessed March 2022.*

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[127] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[128] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2046 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) in October 2020. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or micro-mobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as microtransit, carshare, and citywide partnerships with ride hailing services. For those that choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing and using an electric vehicle will be easier thanks to an expanded regional charging network.

The 2020 RTP/SCS states that the SCAG region was home to about 18.8 million people in 2016 and currently includes approximately 6.0 million homes and 8.4 million jobs.[129] By 2045, the integrated growth forecast projects that these figures will increase by 3.7 million people, with

[127] *SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, http://www3.aqmd.gov/hb/2008/December/081231a.htm, accessed March 2022.*

[128] *SCAQMD, Greenhouse Gases CEQA Significance Thresholds, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed March 2022.*

[129] *2020–2045 RTP/SCS population growth forecast methodology includes data for years 2010, 2010, 2016, and 2045.*

nearly 1.6 million more homes and 1.6 million more jobs. Transit Priority Areas[130] (TPAs) will account for less than 1 percent of regional total land but are projected to accommodate 30 percent of future household growth between 2016 and 2045. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's TPAs. TPAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

The 2020 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[131] Due to fuel economy and efficiency improvements, GHG emission rates of model year 2017 vehicles have decreased by 15 to 20 percent when compared to model year 2008 and earlier vehicles. However, for purposes of SB 375 emissions reduction targets, the fuel economy improvements have been largely excluded from the reduction calculation. The SB 375 target focuses on the amount of vehicle travel per capita. As discussed above, OPR recommended that achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals (i.e., SB 375 goal). The reductions generated by fuel economy improvements are already included as part of the State's GHG emissions reduction program and are not double counted in the SB 375 target calculation.

Local

Green New Deal

The City of Los Angeles addressed the issue of global climate change in *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* ("LA 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 April 2019, the *Green New Deal (Sustainable City Plan 2019)*, was released, consisting of a program of actions designed to create sustainability-based performance targets through 2050 designed to advance economic, environmental, and equity objectives.[132] L.A.'s Green New Deal is the first four-year update to the City's first Sustainable City pLAn that was released in 2015.[133]

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[130] *Defined by the 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a major transit stop (rail or bus rapid transit station) with 15-minute or less service frequency during peak commute hours*

[131] *SCAG, Final 2020–2045 RTP/SCS, Chapter 0: Making Connections, p. 5, 2020.*

[132] *City of Los Angeles. LA's Green New Deal, 2019, website: https://plan.lamayor.org/, accessed March 2022.*

[133] *City of Los Angeles, Sustainable City pLAn, April 2015, website: https://d3n8a8pro7vhmx.cloudfront.net/mayorofla/pages/17002/attachments/original/1428470093/pLAn.pdf?1428470093, accessed March 2022.*

It augments, expands, and elaborates L.A.'s vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, "Climate Mitigation," or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 mBTU/sq.ft in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 lbs. of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 1/2 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

City of Los Angeles Green Building Code

On December 11, 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential

buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards being a "zero waste" City by 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion for the City to 76 percent as of 2013.[134] The RENEW LA Plan, aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.[135] The City has also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City's Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City's zero waste goals. These programs reduce the number of trips to haul solid waste and therefore reduce the amount of petroleum-based fuels and energy used to process solid waste.

City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new

[134] *City of Los Angeles, Department of Public Works, LA Sanitation, Recycling. https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=kq9mn3h5a_188. accessed March 2022.*

[135] *City of Los Angeles, RENEW LA, Five-Year Milestone Report, 2011, website: http://dpw.lacounty.gov/epd/tf/Attachments/Minutes_Attachments/2011_Attachments/06-16-11_Item_V_RENEW_LA_5_Year_Rpt.pdf, accessed March 2022.*

buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

City of Los Angeles General Plan

The City does not have a General Plan Element specific to climate change and GHG emissions, but several goals, objectives, or policies in the Air Quality Element, Housing Element, Plan for Healthy LA, and Mobility Plan 2035 encourage the reduction of emissions. However, the following five goals from the City's General Plan Air Quality Element would also lead to GHG emission reductions:[136]

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implement of conservation measures, including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With

[136] *City of Los Angeles, Air Quality Element, June 1991, pages IV-1 to IV-4, website: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf, accessed March 2022.*

implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial 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. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019, updated July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375.

2022 Scoping Plan Update, Local Actions

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." (Page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50% of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, funding. Additionally, CAPs need to be monitored and updated as State targets change and new data is available. Jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when

developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization). "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

The State also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing while demonstrating that a Project is in alignment with the State's Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

GHG Significance Threshold

Section 15064.4 of the CEQA Guidelines provides that a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. It also states that the lead agency shall have the discretion to determine, in the context of a particular project, whether to: (1) quantify greenhouse gas emissions resulting from a project; and/or (2) rely on a qualitative analysis or performance based standards. Lead agencies should consider several factors when determining of significance of GHG emissions from a project: (a) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (b) whether a project exceeds a significance threshold 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 greenhouse gas emissions.

Section 15064.4 does not establish any threshold of significance with regard to GHG impacts. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

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. 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. 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." Therefore, Section 15064(h)(3) allows a lead agency to make a finding of a less than significant impact for cumulative GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The City has not adopted a numeric significance threshold for the analysis of GHG impacts. In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020-2045 RTP/SCS (Connect SoCal Plan), which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements adopted by the 2022 Climate Change Scoping Plan, the 2020-2045 RTP/SCS, the L.A. Green Building Code, and the City of Los Angeles' Green New Deal.

IMPACT ANALYSIS

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Construction

Construction activity impacts are relatively short in duration, and they contribute a relatively small portion of the total lifetime GHG emissions of a project. In addition, GHG emissions-reduction measures for construction equipment are relatively limited.[137] Therefore, in its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds*,[138] 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. Construction of the Proposed Project would emit GHG emissions

[137] *SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf, accessed March 2022.*

[138] *SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf, accessed March 2022.*

through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 20-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod (*Version 2022.1.1.12*) for each year of construction of the Proposed Project and the results of this analysis are presented in Table 4.13, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 4.13, the total GHG emissions from Project construction activities would be approximately 432 metric tons with the greatest annual emissions occurring in 2024.

Table 4.13
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2024	311
2025	121
Total Construction GHG Emissions	**432**
Amortized Annual Emissions [b]	***14.4***

[a] *Construction CO_2 values were derived using CalEEMod Version 2022.1.1.12*
[b] *Consistent with SCAQMD recommended methodology for addressing construction emissions, the total construction emissions were amortized over a 30 year projected lifetime.*
Calculation data and results are provided in Appendix D, Greenhouse Gas Emissions Worksheets.

Operation

Baseline Operational GHG Emissions

The Project Site is developed with an auto service center and a multi-family residential building that occupy the Project Site, which serves as the existing conditions baseline. The operations of the on-site residential and commercial uses generate GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 4.14, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing commercial and residential buildings at the Project Site. As shown in Table 4.14, the existing operations on the Project Site generate approximately 175 CO^2e MTY.

Table 4.14
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Mobile	73.5
Area	1.39
Energy	20.2
Water	1.25
Waste	3.56
Refrigerants	75.5
Total	**175**
Calculation data and results provided in Greenhouse Gas Emissions Calculations Worksheets. (See Appendix D to this SCEA).	

Project GHG Emissions

The Proposed Project would include the operation of a four-story multi-family residential building with 41 dwelling units. The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated using CalEEMod. The Proposed Project's compliance with the *L.A. Green Building Code* and other project design features would be effective in reducing GHG emissions, such as the Project Site being an infill lot and its close proximity to transit, and walking distance to a major employment center. As shown in Table 4.15, below, the net increase in GHG emissions generated by the Proposed Project would result in a net increase of 42.37 CO_2e MTY, which is well below the 3,000 $MTCO_2e$ per year threshold of significance considered by the SCAQMD.

Table 4.15
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Mobile	128
Area	1.04
Energy	62.1
Water	4.36
Waste	2.83
Refrigerants	0.06
Stationary	4.58
Construction Emissions [a]	14.4
Proposed Project Total:	**217.37**
Less Existing Project Site:	*(175)*
Proposed Project Net Total:	**42.37**
Notes: [a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project as per SCAQMD guidance.* *Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Worksheets.*	

Mobile Source Emission

Mobile source emissions are based on trip rates, trip lengths, percent trip type, and on-road emission factors generated by CARB. Exhaust emissions increase or decrease depending upon land use (e.g., maximum residential ITE trip rate higher than weekday resulting in higher residential exhaust emissions). The Project Site is located within ½-mile of a major transit stop at the intersection of Western Avenue and Hollywood Boulevard, with 15 minute or less headways during peak hours. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone multi-family residential projects that are not located in close proximity to transit.

Area Source Emissions

Area sources are non-stationary, non-mobile emission sources found in a variety of land uses such as fireplaces, consumer products, landscaping equipment, and architectural coatings. Consumer products are various solvents used in nonindustrial applications which emit ROGs during their product use. Consumer products include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. The Proposed Project would utilize low volatile organic compound emitting paints, sealants, fabrics, insulation, and flooring as required by CALGreen compliance and would be incorporated into the materials framework. Outdoor air monitoring equipment and MERV 13 filters would be installed on every Air Handling Unit.

Energy Source Emissions

Energy source GHG emissions are a result of activities in buildings that consume electricity, natural gas, and/or fossil fuels. Combustion of any type of fossil fuel emits CO_2 and other GHGs directly into the atmosphere; when this occurs in a building, such as the use of a diesel powered emergency generator, it is a direct emission source associated with that building. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emission in an indirect manner. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for the LADWP were selected in CalEEMod. Emissions from the combustion of natural gas and other fuels from the implementation of the Project are calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting. As mandated by the L.A. Green Building Code, the Proposed Project must meet Title 24 2022 standards and include ENERGY-STAR appliances. Furthermore, the Proposed Project would

comply with the City of Los Angeles Ordinance No. 187,714 which requires all new buildings constructed within the City to be all-electric buildings, with the exception of cooking equipment contained within kitchens located in a public use area, as defined in the California Building Code Chapter 2, such as restaurants, commissaries, and cafeterias.

Water and Wastewater Emissions

The Proposed Project would result in indirect GHG emissions due to water consumption and wastewater generation. GHG emissions resulting from the Proposed Project's water consumption and wastewater generation are calculated to account for the energy intensive processes associated with off-site potable water treatment and conveyance and wastewater treatment and conveyance systems. As mandated by the L.A. Green Building Code, the Proposed Project would be required to provide separate submeters for individual leased, rented or other tenant spaces projected to consume more than 100 gallons per day and any building or addition that is projected to consume more than 1,000 gallons per day. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Proposed Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers.

Solid Waste Emissions

The Proposed Project's solid waste emissions are calculated in CalEEMod based on the type and size of the proposed land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHGs emitted. L.A. Green Building Code Section 5.408.1 and LAMC Section 66.32 require the construction contractor to obtain an AB 939 Compliance Permit certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 70 percent reduction of the Proposed Project's waste stream to the local landfill would reduce methane emissions and thus lower the Proposed Project's contribution to global GHG emissions.

Refrigerants Emissions

Emissions related to refrigerant sources were calculated using the CalEEMod emissions inventory model, which are used in air conditioning and refrigeration equipment.

Stationary Emissions

Emissions related to stationary sources were calculated using the CalEEMod emissions inventory model. It is anticipated the Proposed Project would include an emergency generator on-site.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in fact new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels. ***Therefore, the Proposed Project would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment, and a less than significant impact would occur.***

Regulatory Compliance Measures:

RCM-GHG-1 The Project must meet Title 24 2022 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the multi-family dwelling units.

RCM-GHG-2 The Project is subject to construction and demolition waste recycling of at least 65 percent, per Section 4.408.1 of Title 24 Part 11, California Green Building Standards Code (CALGreen). In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.

RCM-GHG-3 As mandated by the LA Green Building Code, the Project is required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

RCM-GHG-4 The Project must comply with the electric vehicle ready and electric vehicle charging requirements set forth in Ordinance No. 186,485.

RCM-GHG-5 Greenhouse Gas Emissions (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.

RCM-GHG-6 The Project shall comply with City Ordinance No. 184,248 (effective June 2016) amended provisions of Articles 4 and 9 of Chapter IX of the LAMC which establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage.

Indoor Water Use. Pursuant to Section 99.04.303.4 of the LAMC, a 20% reduction in the overall use of potable water within a building shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the Los Angeles Building Standards.

Outdoor Water Use. Pursuant to Section 99.04.304.1, a water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent. Additionally, in new residential construction or building addition or alteration over 500 square feet of cumulative landscaped area, install irrigation controllers and sensors which include the criteria specified in Section 99.04.304.2 and meet manufacturer's recommendations. Furthermore, outdoor water metering, swimming pool covers, and exterior faucets are regulated under the LAMC Section 99.04.304 for outdoor water usage.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. A significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. As described above and in response to Checklist Question VIII(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, the L.A. Green Building Code, SCAG's Connect SoCal, and CARB's 2017 Scoping Plan.

Plan Consistency

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Proposed Project's consistency with the SCS is provided further below.

Consistency with the 2022 Scoping Plan

As discussed above, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in

the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas). A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- **Convert local government fleets to zero-emission vehicles (ZEV)**

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Pursuant to City's Green Building Code, a minimum of 30 percent of the total code required parking is required to be capable of supporting future EVSE. Twenty-five (25) percent of the required residential parking spaces is required to be low power electric vehicle charging stations (EVCS), which can be counted towards the total number of EVSE spaces. The provision of EV infrastructure would further serve to promote the utilization of alternative fueled vehicles thus, reducing the combustion of fossil fuels. Therefore, although this measure mainly applies to City fleets, the Proposed Project would not conflict with these goals by installing EV chargers in at

least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. The Proposed Project would support zero emission vehicles with the promotion of electric vehicle supply equipment (EVSE) on-site. Pursuant to City's Green Building Code, a minimum of 30 percent of the total code required parking is required to be capable of supporting future EVSE. Twenty-five (25) percent of the required residential parking spaces is required to be low power electric vehicle charging stations (EVCS), which can be counted towards the total number of EVSE spaces. Thus, the Proposed Project would comply with the LAMC by installing EV chargers in at least 10 percent of total proposed parking spaces which would exceed the CALGreen 2022 requirement.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- **Reduce or eliminate minimum parking standards in new developments**
- **Implement parking pricing or transportation demand management pricing strategies**

The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit

(within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

The Proposed Project is subject to the SNAP and TOC Guidelines parking requirements, which is lower than the Citywide parking requirements. Therefore, the Proposed Project would provide a reduced number of parking. Therefore, the Proposed Project would be consistent and not conflict with this reduction strategy to reduce parking standards.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

The City of Los Angeles Mobility Plan 2035 established a "Complete Streets" planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California's Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. However, the Proposed Project would include pedestrian network improvements to encourage alternative modes of transportation. Therefore, the Project would not conflict with implementation of Complete Streets policies.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**

- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**

- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**

- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).**

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines. The Project Site is located less than one-half mile from one Metro Station, the Hollywood/Western Station. In addition, the Project Site's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the Proposed Project would be consistent with these reduction strategies.

California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households. This represents more than double the housing planned for during the last eight years. The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals. CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.

As discussed above, the City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment

(RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20-percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found based, on market studies and experiences of other agencies, that mandating 20-percent affordable housing on individual projects is likely to reduce overall housing production, including low income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as infill housing production in the City, which is a highly urbanized city with billions in transit infrastructure, lower average VMT than the SCAG region, is called for in the 2022 Scoping Plan.

The Proposed Project would provide 41 dwelling units on a 0.44-acre site, and the Proposed Project would consist of transit-supportive densities higher than 20 dwelling units per acre. The Proposed Project would replace an existing auto service center and a multi-family residential building and provide 5 affordable housing units. Therefore, the Proposed Project would not result in a net loss of natural or working lands or affordable housing units. The Proposed Project would also provide unbundled parking, which separates the leasing of parking from leasing of apartments so that residents must specifically opt in to paying to park a car. Furthermore, as mentioned previously, the Proposed Project Site is located in a highly urbanized area in the City of Los Angeles within a HQTA and a TPA. The Project Site is located less than one-half mile from one Metro Station, the Hollywood/Western Station. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. Therefore, the location of the Project Site encourages a variety of transportation options. Thus, these Proposed Project characteristics would result in a reduction in VMT, which would overall reduce GHG emissions.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- **Adopt all-electric new construction reach codes for residential and commercial uses**

California's transition away from fossil fuel–based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-elective, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Proposed Project would be required to comply with the City's LAMC that requires all new buildings to be all-electric buildings and would not include natural gas uses in residential, retail and office uses. Therefore, the Proposed Project would be consistent and not conflict with the LAMC.

- **Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)**

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

The Proposed Project would not involve retrofit of existing buildings and would be completely new construction. However, the Proposed Project would be designed with HVAC equipment to have low GHG emission rates and incorporate energy saving technologies and appliances. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

Consistency with Connect SoCal

The Proposed Project is consistent with the following key GHG reduction strategies in SCAG's Connect SoCal (2020 RTP/SCS), which are based on changing the region's land use and travel patterns:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Based on a walkability assessment of the project area by WalkScore.com, the Project Site is rated with a score of 84 of 100 possible points and defined as "very walkable – most errands can be accomplished on foot." In addition, the Proposed Project will provide bicycle storage areas for its future residents and guests. Walkscore.com also allocates a transit score of 65 to the Project Site, described as "good transit – many nearby public transportation options," and a bike score of 37 to the Project Site, described as "somewhat bikeable – minimal bike infrastructure."[139]

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new residential uses within a High Quality Transit Area (HQTA). The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's Connect SoCal Plan. Also, see Section 3 of this SCEA for a comprehensive analysis of the Proposed Project's consistency with SCAG's Connect SoCal plan.

Consistency with L.A. Green Building Code

The L.A. Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, to meet and exceed Title 24 Standards adopted by the California Energy Commission (CEC), to meet 50 percent construction waste recycling levels, provide on-site storage for short- and long-term bicycle parking areas, and to provide ENERGY STAR-rated appliances were applicable. The Proposed Project will comply with these mandatory measures and, therefore, be consistent with the L.A. Green Building Code.

Consistency with the Sustainable City pLAn and the L.A. New Green Deal

The 2019 L.A. New Green Deal is the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future and it

[139] *Walk Score, website: https://www.walkscore.com, accessed March 2022.*

addresses the climate emergency with accelerated targets and new aggressive goals. The Project will contribute towards the attainment of the aspirations and goals previously identified in the Regulatory Framework discussion above by:

- Obtaining power from a utility provider that supplies 55% renewable energy by 2025.
- Including components that will reduce building energy use per square foot 22% by 2025.
- Reducing Vehicle Miles Traveled per capita by at least 13% by 2025.
- Ensuring 57% of new housing units are built within 1,500 feet of transit.

The Proposed Project would use energy from the LADWP, which currently provides 32 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. The Proposed Project would be designed and constructed to meet LA Green Building Code standards, where applicable, by including several measures designed to reduce energy consumption. The Proposed Project includes ENERGY STAR-rated appliances within the dwelling units and would be a modern development with energy efficient boilers, heaters and air conditioning systems. As such, the Proposed Project would be consistent with the goals and initiatives in the L.A. Green New Deal.

As demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, the LA Green Building Code, and CARB's 2022 Scoping Plan. ***Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases, and the Proposed Project's impact would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. An individual project's GHG emissions typically would be relatively very small in comparison to State or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. As such, each related project would quantify and address greenhouse gas emissions and mitigate impacts, if necessary, to ensure no cumulative impacts would occur. Furthermore, estimated emissions from similar projects of this size and type are typically well below the thresholds and, when viewed together, are unlikely to exceed SCAQMD's recommended screening thresholds. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be

evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented in this Section analyzes whether the Proposed Project would be cumulatively considerable using a plan-based approach (supported by quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on climate change.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in GHG emissions. The Proposed Project's GHG emissions and the resulting level of significance is appropriately assessed in terms of the cumulative impact on global GHG emissions on climate change. Accordingly, a quantified analysis of the GHG emissions anticipated to result from construction and operational activities was calculated as part of the cumulative impact analysis. As part of that analysis, the Proposed Project's GHG emissions were analyzed on a project-specific basis with respect to its impacts on global climate change.

As shown in the analysis above, the Proposed Project would be consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including SB 32, SB 375, the Connect SoCal plan, and the LA Green Building Code that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. By redeveloping an underutilized site and developing a multi-family residential project in a HQTA, the Proposed Project would reduce VMTs. ***Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.***

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following section summarizes and incorporates the reference information from the following reports (contained in Appendix E this SCEA):

- Phase I Environmental Site Assessment Report, Split Commercial/Residential 5600-5616 Franklin Avenue, Los Angeles, California ("Phase I ESA"), prepared by The Reynolds Group ("TRG"), dated April 19, 2019.
- 162-166 Douglas LLC & LV/Soto LLC, Groundwater Monitoring Report, 2nd Half 2020 ("Groundwater Monitoring Report"), prepared by The Reynolds Group, dated November 11, 2020.
- Dual Phase Extraction Rebound Testing Report, Scoval Property, 5600 Franklin Avenue, Los Angeles, California, prepared by The Reynolds Group, dated February 28, 2022.
- Evaluation of Current Environmental Conditions at the Former Scoval Property, 5600 Franklin Avenue, Los Angeles, California, prepared by The Reynolds Group, dated December 23, 2022.

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. The Proposed Project includes the construction of a four-story multi-family residential building with 41 dwelling units. During the operation of the Proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. The use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; and a less than significant impact would occur.

Construction could involve the use of potential hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. There is nothing unique or specific about the Proposed Project or its location that would warrant any mitigation beyond general compliance. ***Therefore, the Proposed 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 with Mitigation Incorporated. A project would normally have a significant impact to 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 involved the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (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 which project design will reduce the frequency or severity of a 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.

A Phase I ESA, consistent with American Society for Testing Materials (ASTM) Standard E1527-13, was performed for the split use commercial and residential parcel at 5600-5616 Franklin Avenue in Los Angeles, California in April 2019. The purpose of the Phase I ESA was to identify any recognized environmental conditions (RECs) at the Project Site. A REC is "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment or under conditions that pose a material threat of future release. De minimis conditions are not recognized environmental conditions." The scope of work for the Phase I ESA included: 1) a visual

reconnaissance of the property and adjoining properties; 2) interviews with key personnel; 3) a records review of available environmental reports, agency records, appropriate permits; 4) agency document review from appropriate regulatory agencies; and 5) published database review from published government agency databases. The following provides the findings of the Project Site as concluded in the Phase I ESA.

Project Site and Adjoining Site Description

The Project Site is currently developed with an auto repair facility at the east side (5600 Franklin Avenue) and a four-plex residential structure at the west side (5610, 5612, 5614, and 5616 Franklin Avenue). According to research performed during the investigation, the 5600 Franklin portion of the Project Site has operated as an auto repair business from approximately 1992 to present, preceded by a retail gasoline station from roughly 1937 to 1992. It also appears the existing structures were developed in the late 1960's or early 1970's. The 5610-5616 Franklin side of the Project Site parcel appears to have been residential in use since at least 1928 and possibly back to 1913.

Adjacent and north of the Project Site, north of Franklin Avenue, is a parking lot associated with the adjacent north-northeast Immaculate Heart High School (5515 Franklin Avenue). A rectangular vacant lot adjoins the Project Site to the south, followed further south by apartment complexes (1838-1852 Garfield Place). To the east, east of Garfield Place, and adjoining west are additional apartment buildings at 5544 Franklin and 5640 Franklin Avenue, respectively.

Regulatory Agency Database Review

The auto center property (5600 Franklin) was identified as a facility index system (FINDS), an underground storage tank (UST), leaking UST (LUST), and EDR Historic Auto Station site in the regulatory database report. However, extent of impact has been defined and cleanup is being funded by the State of California Underground Storage Tank Clean-Up Fund (CUF). Health risk from vapor intrusion from former USTs is also a potential concern at the Project Site.

Several properties in the surrounding area are also listed as government regulatory database sites. The regulatory database report identified several non-adjacent properties in various environmental databases located within their respective ASTM search distances. Due to regulatory status, relative distance, and/or inferred groundwater flow, these listings are not expected to represent an environmental concern with the Project Site.

Findings

Environmental investigations performed at the Project Site between 1992 and 2018, confirmed that soil and groundwater beneath the Project Site were impacted with gasoline and its constituents from a former UST release at the 5600 Franklin side of the Project Site. This is considered a REC as defined by ASTM E1527-13; however, the extent of impact has generally been defined, and remediation was conducted through funding from the State of California UST CUF (Case No. 19622). Based on the Semi-Annual Groundwater Monitoring Report for 2nd Half of 2020 (see Appendix E.2 of this SCEA), it was determined that results from the November 2020 groundwater sampling event indicated a reduction in dissolved benzene concentrations in

groundwater beneath the Project Site. TRG opened wells SVE1-S and SVE2-S in late November 2020 to focus continued hydrocarbon removal efforts on residual gasoline in the shallow well screen zone (50 to 70 feet bgs). As noted in the Dual Phase Extraction Rebound Testing Report submitted to the Los Angeles Regional Water Quality Control Board (See Appendix E.3 to this SCEA) a dual-phase extraction (DPE) system was operated on the Project Site from January 2020 to November 2021. A rebound test was performed by TRG from December 2021 to January 2022, indicating that the gasoline soil impacts have been acceptably remediated.[140] Since start-up of remediation and through January 10, 2022, approximately 8,780.6 pounds of gasoline (vapor phase) and 680,893.3 gallons of gasoline impacted groundwater had been removed and treated from beneath the Project Site Soil vapor concentrations are low, and mass removal rates have reduced to approximately 1 lb/day. Groundwater concentrations from the most recent monitoring event conducted on April 16, 2021, revealed benzene below 3,000 micrograms per liter (ug/L) and no detected methyl tertiary butyl ether (MTBE), meeting Class 2 of the Low-Threat Case Closure Policy (LTCP) criteria.[141] The results of the rebound test indicated little to no rebound in soil vapor gasoline concentrations, indicating that the gasoline soil impacts have been acceptably remediated. Semi-annual groundwater monitoring has indicated gasoline constituent concentrations have been significantly reduced in groundwater as a result of remediation activities. The groundwater would continue to be monitored on a semi-annual basis until a case closure determination is obtained from the LARWQCB.

Based on a July 2022 soil vapor survey, gasoline range organics (GRO), ethylbenzene, naphthalene, and fuel oxygenates, including methyl tertiary butyl ether (MTBE), were not detected in the soil vapor samples. Detectable levels of volatile organic compounds (VOCs) including benzene (7 micrograms per cubic meter (ug/m^3), toluene (4 to 25 ug/m^3), and xylenes (19 ug/m^3). Oxygen was reported at 9.03 to 15.8 percent (%). The detected VOCs were compared to the State Water Control Board's Low-Threat Underground Storage Tank Case Closure Policy (LTCP; SWRCB, 2012). Per the LTCP, a subsurface oxygen concentration equal to greater than 4% is considered to have a bioattenuation zone. Based on the reported oxygen concentrations at the Site, 9.03 to 15.8%, a bioattenuation zone was identified. Based on the proposed residential development, the soil vapor analytical results were compared to LTCP soil vapor criteria for residential properties with a bioattenuation zone (LTCP soil vapor criteria). As shown in Table 1 on Appendix E.4, the reported benzene concentration of 7 ug/m^3 was well below the LTCP soil vapor criteria of 85,000 ug/m^3. There are no LTCP soil vapor criteria for toluene or xylenes. Based on these results, the reported soil vapor concentrations at the Site would not pose a significant vapor intrusion risk to the future building.

As a further conservative measure, the soil vapor analytical results were also compared to the California Department of Toxic Substance Control (DTSC) Human and Ecological Risk Office Note Number 3 and EPA Regional Screening Levels for residential ambient air, modified for soil

[140] *The Reynolds Group, Additional Groundwater and Soil Vapor Assessment Report, Former Scovel Property, 5600 Franklin Avenue, Los Angeles, report prepared for the LARWQCB, dated November 18, 2022.*

[141] *The Reynolds Group, Dual Phase Extraction Rebound Testing Report, February 28, 2021 (See Appendix E.3 to this SCEA).*

vapor using a 0.001 attenuation factor (DTSC-SLr and EPA-RSLr, respectively). When both a DTSC-SLr and EPA-RSLr are available for a given chemical, the lower value was used. These soil vapor screening levels are based on an incremental lifetime cancer risk of 10-6 (1 in 1 million) and non-cancer hazard index of 1 as a result of exposure to a given chemical. A theoretical resident is very conservatively assumed to occupy a given residence and be exposed to a given chemical for 26 years, 360 days a year, 24 hours a day. As shown in Table 1 in Appendix E.4, the detected soil vapor concentrations were below the soil vapor screening levels. Based on these results, the residual soil vapor concentrations beneath the future subterranean parking garage would not pose a significant vapor intrusion concern.

In conclusion, remediation and assessment activities indicate that the soil has been adequately remediated and gasoline constituent concentrations have been significantly reduced in groundwater. As the Project Site is planned for redevelopment with a four-story residential building with a subterranean parking garage, residual petroleum constituent concentrations that may be present in shallow soil will be excavated for the construction of the parking garage, and upon completion, the building and garage would limit direct soil exposure to future occupants. The groundwater beneath the Site is not planned for consumption and based on the depth, there is no direct exposure route to future occupants. The soil vapor concentrations are below regulatory screening levels for potential vapor intrusion, and the parking garage would also eliminate a direct exposure pathway to future occupants. Based on this evaluation, no significant human health risks were identified for future occupants of the proposed building. Therefore, the current environmental conditions at the Site are acceptable to move forward with the construction of the proposed building. As the Project Site is subject to meeting the case closure requirements under the LARWQCB's Path to Closure Plan, mitigation measure MM-HAZ-1 is recommended to ensure that the site remediation is acceptable to the RWQCB and that the site's closure plan confirms that the site has been adequately remediated to a level that is acceptable for the proposed residential development.

Mitigation Measure:

MM-HAZ-1 Soil/Groundwater Monitoring and Remediation

- Prior to construction of the Project's building foundations, the Applicant shall complete the Path to Closure Plan to the satisfaction of the Regional Water Quality Control Board (Case No. 900280216). The case closure shall indicate that the site is suitable for redevelopment with residential uses.

As discussed above, the Proposed Project's compliance with mandatory state and federal regulatory compliance measures and implementation of Mitigation Measures HAZ-1 would ensure that potential impacts associated with the release of a hazardous material would be reduced to less than significant levels.

c) 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 with Mitigation Incorporated. A project-related significant adverse effect may occur if the project site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds.

There are no Los Angeles Unified School District (LAUSD) schools located within a one-quarter mile from the Project Site. However, there is one private school, located north of the Project Site, across Franklin Avenue: Immaculate Heart High School and Middle School, located at 5515 Franklin Avenue, approximately 80 feet north of the Project Site.

The Proposed Project has the potential to expose students and staff of the aforementioned school to potentially hazardous materials, substances, or waste during the construction period. Localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. As such, Immaculate Heart High School and Middle School may be affected by the Proposed Project's construction activities due to the relatively close distance. The Proposed Project would provide appropriate construction measures, such as adhering to the permissible hours of construction and not idling or staging haul trucks in proximity to school facilities to reduce the Proposed Project's impacts upon the nearby school facility. Further, the Proposed Project's proposed haul route would not pass by the identified school, which would therefore minimize, to the greatest degree possible, hauling impacts to the aforementioned school. ***Implementation of Mitigation Measure MM-HAZ-2, below, would reduce any construction impacts related to nearby schools to less than significant levels.***

During the operation of the Proposed Project, the proposed residential uses would not result in the routine transport, use, or disposal of hazardous materials. ***As such, any operational impacts to nearby schools would be reduced to less than significant levels.***

<u>Mitigation Measure:</u>

MM-HAZ-2 Construction Activity Near Schools

- The Applicant and contractors shall maintain ongoing contact with the administrator of Immaculate Heart High School and Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The Applicant shall obtain school walk and bus routes to the schools from the administrators and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on Franklin Avenue and Western Avenue, adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on Franklin Avenue and Western Avenue, adjacent to the school, during school hours.

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 it create a significant hazard to the public or the environment?

Less Than Significant with Mitigation Incorporated. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

As stated previously, a Phase I ESA was prepared for the Project Site to acquire and review information regarding the history of activities on the Project Site. The Phase I ESA identified properties on the Project Site listed on the following databases: facility index system (FINDS), an underground storage tank (UST), leaking UST (LUST), and EDR Historic Auto Station. The Phase I ESA determined that there are recognized environmental concerns associated with the Project Site. ***With compliance to mandatory state and federal regulatory compliance measures and incorporation of Mitigation Measure MM-HAZ-1, above, potential impacts would be reduced to less than significant levels.***

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?

No Impact. A significant project-related impact may occur if the Proposed 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 closest public airport to the Project Site is the Bob Hope Airport, located approximately eight miles north of the Project Site. However, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not located in an airport hazard area. ***Therefore, the Proposed would not result in a safety hazard for people residing or working in the Project area, and no impact would occur.***

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. The determination of significance shall be made

on a case-by-case basis considering the degree to which the project may require a new or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is located not in a disaster route according to the Los Angeles Central Area Disaster Route Map of Los Angeles County.[142] Additionally, based on the City of Los Angeles Safety Element, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[143] Development of the Project Site may require temporary and intermittent partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Further, emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. ***Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur.***

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 a highly 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).[144] ***Therefore, no impacts from wildland fires are expected to occur.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impacts associated with the Proposed Project would be less than significant with adherence to all applicable regulations and implementation of mitigation measures and, therefore, would not be cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Additionally, each related project would be required to mitigate impacts, if necessary, to ensure no cumulative impacts would occur. Further, local municipalities are required to follow local, state, and federal

[142] *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008, website: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Central%20Area.pdf, accessed March 2022.*

[143] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed March 2022.*

[144] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org, accessed March 2022.*

laws regarding hazardous materials, which would further reduce impacts associated with the related projects. ***Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.***

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

IMPACT ANALYSIS

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A project would normally 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 would discharge 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 (RWQCB). 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 Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, City of Los Angeles Ordinance No. 173,494

further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects. ***As such, the implementation of the code-required SWPPP and compliance with Ordinance No. 173,494 would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.***

Operational Impacts

The Project Site is currently developed with an auto service center and a multi-family residential building. The Project Site is completely covered with impervious surfaces, with the exception of some landscaping. Thus, approximately 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Existing storm drain lines serving the Project Site are located along Franklin Avenue and Garfield Place. Stormwater flows eastbound along Franklin Avenue and onto a stormwater inlet on the northeast corner of the Project Site. Stormwater along Garfield Place flows southbound onto a stormwater inlet approximately 260 feet south of the Project Site.[145] These storm drain lines are owned and maintained by the City of Los Angeles. The Proposed Project would continue to generate surface water runoff, and runoff would be directed to existing stormwater inlets in a similar manner as existing conditions. The Proposed Project's potential impacts to surface water runoff would be reduced to a less than significant level by incorporating stormwater pollution control measures as set forth below that would regulate the amount and water quality of stormwater leaving the Project Site.

In November 2012, Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CAS004001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the Low Impact Development (LID) Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was recently amended in August 2015 with the approval of Ordinance No. 183,833, which incorporates the requirements of the Municipal Separate Storm Sewer System (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and

[145] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed March 2022.*

retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[146]

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve five or more units intended for residential use and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaving the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv). Development and redevelopment projects are required to prepare a LID Plan, which comply with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be required to implement off-site mitigation on public and/or private land within the same sub-watershed as defined by the MS4 Permit.[147] Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.[148]

In compliance with the LID Plan, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the L.A. Sanitation and Environment Watershed Protection Division for review and approval. The Low Impact Development Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided.

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[146] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016, website: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed March 2022.*

[147] *City of Los Angeles Ordinance No. 183,833, 2015, website: http://clkrep.lacity.org/onlinedocs/2014/14-0994_ord_183833_10-03-2015.pdf, accessed March 2022.*

[148] *City of Los Angeles Ordinance No. 183,833, 2015, website: http://clkrep.lacity.org/onlinedocs/2014/14-0994_ord_183833_10-03-2015.pdf, accessed March 2022.*

To ensure that all stormwater related BMPs are constructed and/or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer on record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes, ordinances, and other laws.[149]

Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. ***Therefore, as the Proposed Project would be subject to the LID requirements and SUSMP compliance procedures, operational water quality impacts would be less than significant.***

Regulatory Compliance Measures:

RCM-HYD-1 **National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

RCM-HYD-2 **Stormwater Pollution (Demolition, Grading, and Construction Activities).** Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.

- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

[149] *City of Los Angeles,* Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition*, May 9, 2016, website: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed March 2022.*

- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

RCM-HYD-3 **Standard Urban Stormwater Mitigation Plan.** Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

RCM-HYD-4 **Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RCM-HYD-5 **Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than 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. As discussed in Section X(a) the Project Site is approximately 100 percent impervious. As such, approximately 100 percent of the surface water runoff from the

Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site.

According to the Geotechnical Investigation (Appendix C to this SCEA), groundwater was encountered during exploration, conducted to depths between 80 to 85 feet below the existing grade. The historically highest groundwater level is at a depth of 80 feet below the ground surface.[150] The Proposed Project proposes one subterranean level. Therefore, the Proposed Project construction activities are anticipated to excavate up to approximately 12 feet below the ground surface beneath the Project Site for the proposed subterranean level. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Based on the reported historic high groundwater levels in the Project Site vicinity (CDMG, 1998), and the depth of proposed construction, groundwater is neither expected to be encountered during construction, nor have a detrimental effect on the Proposed Project. Additionally, adherence to Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. ***Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater table would be less than significant.***

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:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow that would result in a substantial increase in erosion or siltation during construction or operation of the project. 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 vicinity. Additionally, the Project Site is approximately 100 percent impervious, with the exception of some landscaping. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. As discussed above, the Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented in compliance with the requirements of the Construction General Permit and will identify construction Best Management Practices (BMPs) to control erosion and siltation during construction activities. For project operations, the Project Site would be approximately 100 percent impervious and surface water runoff would be directed to existing

[150] *Byer Geotechnical, Inc., Geotechnical Engineering Exploration and Fault Rupture Hazard Evaluation, 5600-5616 West Franklin Avenue and 1857-1859 North Garfield Place, Hollywood, California, November 30, 2020 (See Appendix C to this SCEA).*

storm drain infrastructure. Surface water runoff would be controlled through site design and engineering practices in accordance with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176) and the Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which would ensure the developed site does not contribute to substantial erosion or siltation off-site. As such, impacts to erosion or siltation would be less than significant. ***Therefore, impacts associated with localized drainage and surface water runoff would be considered 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. As stated above in response to Checklist Question X(a), the Project Site is approximately 100 percent impervious under existing conditions and would remain 100 percent impervious under proposed conditions. Surface water runoff under proposed conditions would comply with the City's LID Ordinance (Ordinance No. 181,899). Compliance with the LID Ordinance would ensure the Project Site is developed with BMPs designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater). As such, the volume of post-development surface water runoff would be reduced with the Proposed Project as compared to the existing conditions. ***Therefore, the Proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site, and impacts associated with the potential for off-site flooding 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; or

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A project-related significant adverse effect would also occur if the Proposed Project would substantially increase the probability that polluted runoff would reach the storm drain system. As addressed above, the Project Site is almost 100 percent developed with impervious surfaces, with the exception of some landscaping; and therefore, approximately 100 percent of surface water runoff is directed to adjacent street storm drains. Existing storm drain lines serving the Project Site are located along Franklin Avenue and Garfield Place. Stormwater flows eastbound along Franklin Avenue and onto a stormwater inlet on the northeast corner of the Project Site. Stormwater along Garfield Place flows southbound onto a stormwater inlet approximately 260 feet south of the Project Site.[151] As discussed in response to Checklist Question X(c)(i), above, compliance with the City's LID Ordinance would ensure the volume of post-development surface water runoff is reduced under the Proposed Project as compared to the existing conditions. Compliance with the LID Ordinance would also ensure BMPs are implemented to treat the quality of surface water runoff before being discharged into the storm

[151] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed March 2022.*

drain system. ***Therefore, the Proposed Project would not create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and water quality impacts would be less than significant.***

iv. Impede or redirect flood flows?

No Impact. A significant impact may occur if the Project Site was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Map No. 06037C1610F, dated September 26, 2008, indicates that the Project Site is located in an area designated as "Zone X", described as "Areas determined to be outside the 0.2 percent flood plain."[152] The Project Site is located in a highly urbanized area and is currently developed with paved surfaces and contours that direct surface water runoff to existing storm drains. No changes to the local off-site stormwater drainage infrastructure would occur with the development of the Proposed Project. ***As such, the Proposed Project would not have the potential to impede or redirect floodwater flows, and no impact would occur.***

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body (levee or dam) to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) and if discharges associated with the project operation would create pollution and contamination due to inundation. Seiches are large waves generated in very large, enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement.

According to the FEMA's flood insurance rate map, the Project Site is outside of a 100-year flood area.[153] Additionally, based on the review of the City of Los Angeles General Plan Safety Element, the Proposed Project does not lie within a potential inundation zone mostly related to the flow coming from reservoirs and water flow paths coming from the north of the Project Site.[154] Further, the Project Site is located approximately 14 miles east of the Pacific Ocean. Therefore, the

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[152] *Federal Emergency Management Agency (FEMA), Flood Map Service Center: Search by Address, Map Number 06037C1610F, September 26, 2008, website: https://msc.fema.gov/portal/, accessed March 2022.*

[153] *Federal Emergency Management Agency (FEMA), Flood Map Service Center: Search by Address, Map Number 06037C1610F, September 26, 2008, website: https://msc.fema.gov/portal/, accessed March 2022.*

[154] *City of Los Angeles Department of City Planning, General Plan Safety Element, Safety Element Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed March 2022.*

potential for inundation at the Project Site as a result of an earthquake-induced dam failure or tsunami is considered low. ***Therefore, the development of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Thus, no impact would occur.***

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. A significant water quality impact could occur if a project is not consistent with the Los Angeles Regional Water Quality Control Plan or the Sustainable Groundwater Management Act (SGMA) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of a Groundwater Sustainability Plan.

In 2014, the California Legislature and Governor passed the Sustainable Groundwater Management Act (SGMA), which encourages local agencies to take a leading role in managing their local groundwater resources. The SGMA, a collection of three bills (AB 1739, SB 1168, and SB 1319), provides local agencies with the framework necessary to sustainably manage medium and high priority groundwater basins, as described by the act, with the goal to bring the basins into balance in 20 years. The intent of SGMA is to require sustainable groundwater management practices statewide, which will provide a buffer against drought and climate change. The California Department of Water Resources (DWR) has prioritized all groundwater basins according to certain criteria established in the California Water Code. The rankings are very low, low, medium, and high. SGMA compliance requires that local agencies form Groundwater Sustainability Agencies (GSAs) for medium- and high-priority groundwater basins and adopt a Groundwater Sustainability Plan (GSP). Currently, the Project Site is located within the Coastal Plain of Los Angeles – Central basin, which is neither classified as a medium nor high priority groundwater basin. Therefore, the Project Site is not subject to a sustainable groundwater management plan. Nevertheless, as discussed above, adherence to Chapter VI, Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater table would be less than significant.

The applicable water quality control plan applicable to the Proposed Project is the LARWQCB Water Quality Control Plan for the Los Angeles Region (Basin Plan), which was adopted on June 13, 1994. The Los Angeles Regional Board's 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 anti-degradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. As discussed previously under Question IX(a), the Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes typically associated with the operation of the Proposed Project. The use of these substances would comply with State health

codes and regulations. Further, the Proposed Project would comply with all federal, state and local regulations governing stormwater discharge. Additionally, the Proposed Project would be required to comply with LAMC Chapter VI, Article 4.4 and all applicable laws and regulations pertaining to stormwater runoff and water quality. Therefore, the Proposed Project would not include potential sources of water pollutants that would have the potential to substantially degrade water quality, and impacts to water quality would be less than significant. ***As discussed within this section, the Proposed Project is not subject to a Groundwater Sustainability Plan and would not conflict with or obstruct implementation of the LADWP Water Quality Control Plan. Therefore, no impact would occur.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding area is served by the existing City storm drain system. Runoff from the development sites and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site or the related project sites, since this part of the City is already fully developed with impervious surfaces.

The Proposed Project and each related project would be required to implement a SWPPP and/or SUSMP. Under the requirements of the LID Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. ***Therefore, the Proposed Project would not make a cumulative contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Thus, cumulative water quality impacts would be less than significant.***

XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. A significant impact may occur if a project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of a project.

The Project Site is located in an urbanized area of the Hollywood Community Plan Area and would be consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designation for the Project Site is R3-1 (Multiple Dwelling Zone), and the General Plan land use designation for the Project Site is Medium Residential. Zones corresponding to the Medium Residential designation is the R3 zone. The Project Site is surrounded by residential (single- and multi-family) and institutional properties. These land uses range in height from one- to four-stories above grade. Properties immediately bordering the Project Site are either zoned R3-1 with General Plan land use designation of Medium Residential or zoned R1-1D-HPOZ or R1-1 with a General Plan land use designation of Low II Residential.

The Proposed Project would involve demolishing the existing structures for the construction, use, and maintenance of a four-story multi-family building with a total of 41 residential dwelling units. Multi-family residential uses are permitted in the R3 Zone by Section 12.10 of the LAMC. As such, the Proposed Project would construct a multi-family residential development that would be allowed as a use by right. The Project Site vicinity contains residential developments similar to the Proposed Project, fronting Franklin Avenue and Garfield Place. No separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. ***Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.***

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if a project would cause a significant environmental impact due to an inconsistency with the General Plan or zoning designations currently applicable to the project site. The Project Site is located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the Project area. Namely, these plans and policy areas include the following: Los Angeles General Plan, Hollywood Community Plan area, the Vermont/Wilshire Transit Oriented District Specific Plan, and the LAMC, which are intended to guide local land use decisions and development patterns. The Project Site is also within a Transit Priority Area pursuant to SB 743 and noted in the City of Los Angeles' Zoning Information File No. 2452.[155] The Project Site is also located within a Tier 3 area of the Transit Oriented Community Affordable Housing Incentive Area. Consistency analysis tables for the applicable land use plans are provided as Appendix K to this SCEA.

It is important to note that generally, plans reflect a range of competing interests, and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies.[156] Therefore, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy.

Regional Plans

SCAG Connect SoCal (2020 RTP/SCS)

The Project Site is located within the six-county region that comprises the SCAG planning area. On September 3, 2020, SCAG's Regional Council adopted the Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). In 2012, SCAG adopted the region's first Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – a plan that the Regional Council now calls Connect SoCal. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks and between planning strategies. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

The Proposed Project would be consistent with the goals and policies set forth in Connect SoCal, as the Proposed Project would redevelop a site that is currently developed with an auto service

[155] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed March 2022.*

[156] *Office of Planning and Research [OPR], State of California General Plan Guidelines (2017), website: https://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf, accessed March 2022.*

center and a multi-family residential building with four dwelling units and would include the construction of a multi-family residential building with 41 dwelling units. The Proposed Project would thereby increase the utilization of a property that is easily accessible by mass transit. Consistent with SCAG goals, the Proposed Project would increase residential opportunities within a High Quality Transit Area (HQTA). Furthermore, the Proposed Project would add up to 41 residential units to the Hollywood area, generating approximately 93 residents.[157] The Proposed Project's estimated population growth would be consistent with SCAG's future growth projections for the City of Los Angeles.

Transit Priority Area (SB 743)

On September 2013, the Senate Bill (SB) 743 was signed into law, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. SB 743 states that a project's aesthetics and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a Transit Priority Area. SB 743 is further discussed in Section I, Aesthetics, and in this Section. The Project Site is designated as a Transit Priority Area and is served by one nearby Metro Station within a half-mile: the Hollywood/Western Station, located approximately 0.3 mile south of the Project Site. Further, the Project Site is immediately served by several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) along Franklin Avenue, Western Avenue, and Hollywood Boulevard with a major transit stop located at the intersection of Hollywood Boulevard and Western Avenue. As such, the Proposed Project is eligible for parking reductions and other incentives offered for transit oriented district projects.

Public Resources Code 21099 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." Accordingly, the Proposed Project's aesthetic and parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099.

Local Plans

City of Los Angeles General Plan

The Proposed Project would conform to objectives outlined in the City of Los Angeles General Plan (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

[157] *Based on 2.25 persons per multi-family residential dwelling unit. Source: LADOT, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table: Land Use and Trip Generation Base Assumptions, May 2020, website: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf, accessed March 2022.*

Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 Community Plans.[158]

The elements that would be most applicable to the Proposed Project are the Framework Element, Housing Element, the Mobility Plan, and the Land Use Element. An in-depth consistency analysis with these elements is provided in Appendix K of this SCEA. As discussed in Table 1 of Appendix K, the Proposed Project would promote the goals of the Framework Element. As shown in Table 2 and Table 3 of Appendix K, the Proposed Project would promote the goals of the Housing Element and the Mobility Plan, respectively. The Proposed Project has been designed to comply with all applicable General Plan elements and zoning designations and would be generally consistent with the General Plan.

General Plan Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Hollywood Community Plan provide growth projections and CPA capacity, respectively, for the year 2010. The General Plan Framework Element provides a 2010 projection of 27,029 persons, 16,457 households, and 61,500 additional jobs. The Hollywood Community Plan anticipated a population capacity of 231,395 persons. The Hollywood Community Plan recognizes that the Community Plan Area (CPA) may grow that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

The Proposed Project is in substantial conformity with the purposes, intent, and provisions of the General Plan Framework Element, and the applicable Community Plan by providing a smart growth oriented, dense urban project where such growth is best accommodated based on its proximity to mass transit, which is discussed in more detail in Table 1, Project Consistency with Applicable Objectives and Policies of the Framework Element, provided in Appendix K of this SCEA. The Project Site's location near bus routes and in walking distance to services, retail stores, restaurants, and commercial uses promotes a pedestrian-friendly environment. The Proposed Project would promote a pedestrian-oriented environment by providing active residential uses that would provide new foot traffic for the surrounding retail, restaurant, and commercial uses. Additionally, the Proposed Project is located on an infill lot that is already adequately served by public infrastructure and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, recreation/parks, and libraries). As shown in Appendix K, the Proposed Project would not conflict with the applicable objectives and policies of the General Plan's Framework Element. Furthermore, the Project Proposed is consistent with the Los Angeles General Plan Land Use

[158] *City of Los Angeles Department of City Planning, General Plan Elements, website: https://planning.lacity.org/plans-policies/general-plan-overview, accessed March 2022.*

Element, which consists of the 35 Community Plans, of which the Project Site is in the Hollywood Community Plan, as further discussed below.

Housing Element of the General Plan

The 2021-2029 Housing Element of the Los Angeles General Plan was recently updated and adopted on November 24, 2021 and officially approved by the State's Housing and Community Development Department on June 29, 2022 and is designed to ensure the City's evolving housing needs are met. Within the Housing Element, there are five goals that guide the 2021-2029 Housing Element and are as follows:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.

Goal 5: A City that is committed to preventing and ending homelessness.

The Proposed Project is consistent with these applicable goals by redeveloping a site that is currently occupied by an auto service center and multi-family residential building with four dwelling units for the construction, use, and maintenance of a four-story multi-family residential building with 41 units, 12 percent of which (5 units) would be reserved at the "extremely low income" level. The Proposed Project would provide a variety of dwelling units of different sizes and configurations. All proposed residential units would be available to all persons without discrimination and available at both market rates and affordable rates, thus contributing to the range of housing choices available in the Hollywood area of Los Angeles. The Proposed Project would be designed and landscaped in accordance with the design guidelines of the SNAP, and compliance with regulatory requirements discussed in Section I, Aesthetics, would further ensure that the building maintains a safe, clean, and attractive environment during the Proposed Project's construction and operation. Further, the Proposed Project would contribute to the development of sustainable and walkable neighborhoods through its design, by providing bicycle parking, and by encouraging the utilization of public transit, of which there are multiple options within walking distance of the Project Site. For a more detailed analysis, see Table 2, City of Los Angeles General Plan Consistency Analysis with the Housing Element, in Appendix K of this SCEA. As shown in Appendix K, the Proposed Project would not conflict with applicable goals of the Housing Element.

Mobility Plan 2035 of the General Plan

The Mobility Plan 2035 ("Mobility Plan") of the City of Los Angeles General Plan, amendment adopted September 7, 2016, is designed to provide a policy foundation for the transportation system within the City of Los Angeles. There are five goals of the Mobility Plan that define the City's high-level mobility priorities and include: safety first; world class infrastructure; access for all Angelenos; collaboration, communication and informed choices; and clean environments and healthy communities.

The Proposed Project would not include unusual or hazardous design features that could impede emergency access and would be subject to the site plan review requirements of the LAFD and LAPD to ensure regulatory compliance with safety first. The Project Site's proximity to the Hollywood/Western Metro Station, multiple bus stops with peak commute service intervals of 15 minutes or less, on-site bike parking provided, and walking distance to retail stores and employment opportunities promotes a complete streets network and encourages a variety of transportation options for Angelenos to utilize. The location of the Proposed Project to a variety of transportation options, including on-site bike parking, promotes a cleaner environment and healthier community living, in addition to the fact that construction and operational activities would not exceed regional thresholds of significance set by the SCAQMD. For a more detailed analysis, see Table 1, City of Los Angeles General Plan Consistency Analysis, in Appendix K of this SCEA.

The Mobility Plan also contains several objectives pertinent to the Proposed Project, which are identified as follows:

- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually;
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035;
- Ensure that 90% of households are have access within one mile to the Transit Enhanced Network by 2035;
- Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035; and
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian, and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035. The Mobility Plan 2035 does not identify Franklin Avenue or Garfield Place as part of the Bicycle Enhanced Network. The nearest identified roadway is Hollywood Boulevard, which is classified as a Tier 1 Protected Bicycle Lane.

The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic calming measures that close the gaps between streets with bicycle facilities. Franklin Avenue is included within the planned Neighborhood Enhanced Network. The Project vicinity generally has a mature network of pedestrian facilities, including sidewalks, crosswalks and

pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout the local area. With respect to the Mobility Plan's stated objectives, the Proposed Project would increase households within one mile to the Transit Enhanced Network, provide housing within one-half mile to high quality bicycling facilities, and increase the combined mode split of persons who travel by walking, bicycling, or transit. As shown in Table 3 of Appendix K, the Proposed Project would not conflict with applicable goals of the Mobility Plan.

General Plan Land Use Element: Hollywood Community Plan

The Project Site is located within the Hollywood CPA. Therefore, all development activity on-site is subject to the land use regulations of the Hollywood Community Plan. The Community Plan provides goals and objectives to establish an official guide to the future development of the Hollywood Community. As described in the Community Plan, the purpose of the Plan is to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community within the larger framework of the City.[159] The Proposed Project would provide a multi-family residential development, which would conform to the objectives identified in the Community Plan. The Proposed Project would provide a maximum of 41 apartment dwelling units (consisting of 7 studio units and 34 one-bedroom units) with a total of 41 automobile parking spaces and 21 bicycle spaces.

The Proposed Project is in substantial conformity of the Hollywood Community Plan. A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Hollywood Community Plan is presented in Table 4, Project Consistency with Applicable Objectives of the Hollywood Community Plan, in Appendix K of this SCEA. The Proposed Project would be consistent with its zoning R3-1 and General Plan land use designation of Medium Residential. The Proposed Project would diversify the housing stock within the Hollywood community, available to all persons without discrimination and at both market rate and affordable rates. The Proposed Project would develop a multi-family residential building and improve the visual character of the Project Site in a manner that is consistent with the existing neighborhood. The Proposed Project would be developed and designed to a pedestrian-scale friendly environment with appropriate landscaping along public rights-of-way and provide 3,273 square feet of private open space and amenity space within a developed urban area. The Project Site's location would supply residents with multiple transportation options, including the Hollywood/Western Metro rail station located 0.3 mile north of the Project Site, a major transit stop with a peak commute service interval of less than 15 minutes, and provide on-site bicycle parking, all of which would promote public convenience connecting to local and regional circulation networks. As shown in Table 4 of Appendix K, the Proposed Project would be consistent with these goals, objectives, and policies set forth in the Hollywood Community Plan.

[159] *City of Los Angeles Department of City Planning, Hollywood Community Plan, 1988, effective April 2, 2014, website: https://planning.lacity.org/odocument/78322462-6303-410a-ae8d-8435483c3b41/Hollywood_Community_Plan.pdf, accessed March 2022.*

Therefore, the Proposed Project would not conflict with applicable land use and planning objectives in the Hollywood Community Plan.

Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)

The Project Site is located in the Vermont/Western Transit Oriented District Specific Plan ("SNAP" or "Specific Plan") area (Ordinance No. 173,749), which became effective March 1, 2001, and amended August 5, 2020 (Ordinance 186,735). The SNAP serves several purposes to improve the quality of life, development, economy, and circulation within the Specific Plan area. The regulations of the SNAP are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC), and any other relevant ordinance, and do not convey any rights not otherwise granted under such other provisions, except as specifically provided. Wherever the Specific Plan contains provisions which require or permit greater or lesser setbacks, street dedications, open space, densities, heights, uses, parking, or other controls on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of the LAMC.[160]

The Specific Plan area is divided into six subareas and sets land use regulations and designations of each subarea. As shown in Map No. 1 of the Specific Plan (Figure 2.3 of the Project Description Section of this SCEA), the Project Site lies within Subarea A: Neighborhood Conservation. The purpose of this subarea is to preserve the prevailing density and character of the existing neighborhoods. Although some new development and renovation will occur, new development should meld with the surrounding structures and incorporate the best design features that already exist on the block. The Vermont/Western Station Neighborhood Area Plan Development Standards and Design Guidelines, ("SNAP Development Standards and Design Guidelines"), contains provisions that direct change on private and public lands within the boundaries of the SNAP Area. Table 5, Project Consistency with Vermont Western Station Neighborhood Area Plan Development Standards and Design Guidelines, in Appendix K of this SCEA, details the consistency of the Proposed Project with the development standards of the SNAP Development Standards and Design Guidelines for Subarea A – Neighborhood Conservation. As discussed in more detail below, and also provided in Table 5, the Proposed Project would comply with the development standards of the SNAP Development Standards and Design Guidelines regarding landscaping, open space, street trees, utilities, pedestrian access, curb cuts, driveways, parking, trash service, roofing, privacy, and façade design. Furthermore, the requirements and limitations set by Section 7 of the Specific Plan, which refer to developments in Subarea A, with respect to setbacks, street dedications, height, and parking, are discussed in further detail below. With approval of the requested discretionary entitlements, the Proposed Project would be substantially consistent with the applicable policies and design guidelines of the SNAP.

[160] *City of Los Angeles, Vermont/Western Transit Oriented District Specific Plan, Ordinance No. 173,749, March 1, 2001, website: https://planning.lacity.org/odocument/8f138536-bd70-4eaf-bfff-0c021bb72d48/VermontWesternTOD.pdf, accessed March 2022.*

Land Use

Residential uses permitted in the R3 Zone by Section 12.10 of the LAMC are permitted in Subarea Section A. As such, the Proposed Project would construct a four-story multi-family residential development that would be allowed as a use by right.

Height

Pursuant to the SNAP, the maximum height of any project shall not exceed a height that is within 15 feet of the height of the shortest existing building on any adjacent lot. Roofs and roof structures for the purposes specified in Section 12.21.1 B 3 of the LAMC, and architectural rooftop features, such as roof decks, trellises and gazebos, may be erected up to ten feet above the height limit established within the SNAP, if the structures and features are set back a minimum of ten feet from the roof perimeter and screened from view at street level by a parapet or a sloping roof.

A vacant lot is located immediately south of the Project Site. The nearest adjacent buildings are located to the west of the Project Site. The multi-family residential building to the west is approximately four stories above grade with an elevation height of 49 feet and 7¼ inches above grade. Thus, the Proposed Project would be allowed a maximum height of 64 feet and 7 ¼ inches above grade. As a TOC incentive, the Applicant is requesting a 3-foot increase in height to permit 67 feet and 7 ¼ inches of maximum transitional building height in lieu of the maximum 64 feet otherwise permitted in Subarea A of the Vermont/Western SNAP Specific Plan. The Proposed Project's height is proposed at 67 feet above grade at the top of the roof level. Therefore, with approval of the discretionary requests, the Proposed Project would be within the transitional height limitations established within the SNAP. Therefore, the Proposed Project would comply with the height allowed by the SNAP.

Setbacks

Pursuant to Section 7.E of the SNAP, all buildings shall face public or publicly accessible streets. The exterior wall of the building frontage shall be located no closer to the street than the exterior wall of the adjacent building closest to the street and shall be located no further from the street than the exterior wall of the adjacent building farthest from the street. The multi-family residential building to the west of the Project Site is set back five feet from Franklin Avenue along with a 4.5-foot dedication. The Proposed Project shall face Franklin Avenue and would also provide a 5-foot side setback fronting Franklin Avenue and a 4.5-foot dedication, which would not be located closer to the street than the multi-family residential building to the west of the Project Site. Therefore, the Proposed Project would adhere to the setback limitations of the SNAP.

Vehicle Parking

As discussed previously in this Section, the Proposed Project meets all of the criteria of a Transit Oriented Infill Project pursuant to SB 743. SB 743, now codified as law under Public resources Code 21099 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." Accordingly, the Proposed Project's parking impacts shall

not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099. The following impact discussion is provided for informational purposes only.

Parking for the Proposed Project's new multi-family residential building would be provided in one level of subterranean parking and at-grade enclosed within the building. One full-access driveway along the west side of Garfield Place would provide access to the subterranean residential parking garage.

The SNAP sets a minimum requirement for residential parking stalls provided, as well as a guest parking requirement, which reads as the following:

- Minimum Standards. The minimum number of parking spaces required shall be provided at the following ratios: at least one (1) parking space for each dwelling unit having fewer than three habitable rooms, and in addition to at least one quarter (¼) parking space for each dwelling unit as guest parking.

The Proposed Project would be required to provide a minimum of 51 vehicle parking spaces, pursuant to the SNAP requirements. However, pursuant to the TOC Guidelines, the Proposed Project would be allowed to the utilize the residential parking requirement of 0.5 spaces per dwelling unit for an Eligible Housing Development in a Tier 3 area. As such, the Proposed Project would require 21 vehicle parking spaces for the residential dwelling units. As summarized in Table 2.4, in the Project Description, the Proposed Project would provide 41 spaces in the provided parking areas consistent with the applicable parking requirements of the TOC Guidelines. Therefore, the Proposed Project would conform to the vehicle parking requirements pursuant to the TOC Guidelines.

Bicycle Parking

The Proposed Project would additionally provide on-site bicycle parking in bicycle storage spaces located on the ground floor and subterranean parking level. As required by Section 7.G.2 of the SNAP, one-half (½) parking space is required per dwelling unit. As shown in Table 2.5 of the Project Description section, the Proposed Project is required to supply 21 residential bicycle parking spaces. The Proposed Project would provide 21 total spaces, including 16 long-term spaces and 5 short-term spaces. Thus, the Proposed Project would be consistent with the SNAP requirements for bicycle parking.

As discussed in the preceding paragraphs, the Proposed Project would adhere to the land use regulations and design criteria required by the SNAP, and a less than significant impact would occur.

Los Angeles Municipal Code (LAMC) and TOC Guidelines

The Project Site is located within the City of Los Angeles, which is also subject to the applicable sections of the City of Los Angeles Municipal Code (LAMC). The Project Site is currently zoned R3-1. As discussed above, the SNAP supersedes some development requirements of the LAMC.

Additionally, the Project Site is located in a Tier 3 area of the Transit Oriented Community Affordable Housing Incentive Area. Of the 41 proposed dwelling units, 12 percent of the proposed dwelling units (five units) would be reserved for families with extremely low income, which qualifies the Proposed Project as an Eligible Housing Development. Pursuant to the TOC Guidelines, an Eligible Housing Development is allowed three base incentives and three additional incentives. The following paragraphs discuss the requirements for the Project Site that are not limited by the SNAP but limited by the LAMC and TOC Guidelines.

Floor Area Ratio (FAR)

The Project Site includes a gross lot area of 18,999.6 square feet with a buildable lot area of 13,680 square feet. Development within a R3 zone is limited to a FAR of 3:1. Per the TOC Guidelines, the Proposed Project is allowed a maximum 45 percent additional increase in FAR to 4.35:1 for an Eligible Housing Development in a Tier 3 project area, located within a Specific Plan that regulates residential FAR, resulting in an allowable floor area of 62,640 square feet. The Proposed Project includes approximately 44,366 square feet of floor area, which results in a FAR of 3.24:1. Therefore, the Proposed Project would comply with the allowable FAR pursuant to the LAMC and TOC Guidelines.

Density

Pursuant to the LAMC Section 12.10.C, residential uses on the Project Site are limited to one dwelling unit per 800 square feet, or approximately 24 dwelling units for the Project Site based on a lot area of 18,999.6 square feet. Per the TOC Guidelines, the Proposed Project is allowed an additional 70 percent increase in density for an Eligible Housing Development within a Tier 3 project area. Therefore, the Proposed Project is allowed 41 dwelling units. The Proposed Project proposes a total of 41 dwelling units. Thus, the Proposed Project would be consistent with on-site density requirements pursuant to the LAMC and the TOC Guidelines.

Height

In addition to the transitional height requirements of the SNAP, the Project Site is located within Height District No. 1, which limits development in a R3 zone to a maximum height of 45 feet above grade. Pursuant to the TOC Guidelines, the Proposed Project is eligible for an additional incentive to request an additional 3-foot increase in height to permit 67 and 7 ¼ inches feet of maximum transitional building allowed in the SNAP and to add up to 22 feet for an Eligible Housing Development in a Tier 3 project area, located within a Specific Plan that regulates height, resulting in a maximum height of 67 feet for the Proposed Project. The Proposed Project would reach a maximum height of 67 feet above grade at the roof level. Thus, the Proposed Project would be consistent with the height requirements pursuant to the LAMC and the TOC Guidelines.

Setbacks

Pursuant to the LAMC Section 12.10.C, the development on a R3 zone shall provide a minimum 15-foot front yard setback and a minimum 15-foot rear yard setback. Side yard setbacks shall be a minimum five feet plus one additional foot for each additional story above the second story.

Thus, the Proposed Project is required to provide a 15-foot front yard setback, 7-foot side yard setbacks, and a 15-foot rear yard setback. Pursuant the TOC Guidelines, the Proposed Project is allowed up to a 30 percent decrease in two individual yard or setbacks for an Eligible Housing Development within a Tier 3 project area. Thus, the Proposed Project requests a 30 percent reduction in both side yard setbacks from 7 feet to 5 feet. As such, the Proposed Project would provide a 15-foot front yard setback along the eastern property line, fronting Garfield Place; 5 feet side yard setbacks along the northern and southern property lines; and a 15-foot rear yard setback along the western property line to allow for landscaped areas on the ground level. Thus, the Proposed Project would be consistent with the setback requirements pursuant to the LAMC and the TOC Guidelines.

Open Space

As shown in Table 2.3 in Section 2, Project Description, the Proposed Project would be in compliance with the minimum open space requirements of the LAMC. Pursuant to LAMC Section 12.21 G.2, 100 square feet of open space shall be provided for each unit having less than three habitable rooms; 125 square feet of open space for each unit having three habitable rooms; and 175 square feet of open space for each unit having more than three habitable rooms. The Proposed Project would be required to provide 4,100 square feet of open space for the proposed residential uses. Pursuant to the TOC Guidelines, the Proposed Project is allowed a 25 percent reduction in open space, resulting in 3,075 square feet of required open space, with the reduction. The Project Site would provide 3,273 square feet of open space throughout the ground level, fourth level roof patio, recreation room, and in private residential balconies.

Additionally, at least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway. Further, pursuant to the SNAP, a minimum of 50 percent of the open space area shall be provided on the ground level. Consistent with the LAMC and SNAP requirements, the Proposed Project would provide 18 trees on-site, and 1,540 square feet of open space area (approximately 50 percent) shall be provided on the ground level. Thus, the Proposed Project would be consistent with the open space requirements of the LAMC and the TOC Guidelines.

The Proposed Project would not conflict with the requirements and allowable land uses in the LAMC. The Proposed Project would be consistent with the criteria for residential uses in residential zones. The Proposed Project would revitalize a site with the development of a four-story multi-family residential building. The Proposed Project's land uses are consistent with the surrounding neighborhood that is highly characterized by multi-family buildings to the south, east, and west. Additionally, the Proposed Project is consistent with the Project Site's zoning (R3-1) and land use designation (Medium Residential). Further, the Proposed Project would provide 3,273 square feet of open space for the residents, which is consistent with the LAMC requirements for open space. Thus, the Proposed Project would include amenities, which are appropriate to the size and type of housing proposed. The Proposed Project meets the design and location criteria required by the LAMC. Therefore, the Proposed Project would be consistent with on-site zoning and land use designation pursuant to the LAMC, and a less than significant impact would occur.

Citywide Design Guidelines

The City of Los Angeles's City Planning Commission adopted the Citywide Design Guidelines on October 24, 2019. As part of the application for development, a requisite form for Project Submittal would be submitted to the Department of City Planning demonstrating that the Proposed Project would be in compliance with the Citywide Design Guidelines for a residential project and substantially consistent with the applicable design requirements for site planning, building orientation, entrances, relationship to adjacent buildings, building façade, building materials, sidewalks, on-street parking, off-street parking and driveways, on-site landscaping, open space and recreational activities, building signage, lighting and security, and utilities. However, as stated in the Citywide Design Guidelines on page 11, the "Design Guidelines […] provide a less prescriptive, more flexible way of conveying design expectations and shaping proposed projects but are not intended to supersede the LAMC and/or other regulatory documents, such as specific plans and overlays." Therefore, if any design guidelines are in conflict with design guidelines of the SNAP or LAMC, the SNAP or LAMC shall prevail, as they both supersede the Citywide Design Guidelines.

Enterprise Zone / Employment and Economic Incentive Program Area (EZ) (ZI-2374)

Designated by City Council resolution, and approved by the California Department of Commerce, Enterprise Zones receive Federal, State and City economic incentives to stimulate local investment and employment. This is accomplished through tax and regulation relief and improvement of public services. Enterprise Zones are entitled to special provisions with regards to certain design standards, including parking and height standards. These special provisions are elaborated upon below:

> *Parking Standards: LAMC Section 12.21 A 4 (X)(3).* Except for the Downtown Business District parking area described in Section 12.21 A 4 (i), projects within Enterprise Zones may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small.

The Proposed Project's residential use does not allow for utilization of a lower parking ratio in an Enterprise Zone. Therefore, the Proposed Project would not conflict with the Enterprise Zone Act Program.

Regional and Local Plan Consistency

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. ***With approval of discretionary requests and adherence to appropriate regulatory compliance measures, any impacts would be less than significant.***

<u>Cumulative Impacts</u>

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. With regard to land use plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. Like the Proposed Project, each related project would be subject to a discretionary land use approval process, including CEQA review, and would incorporate any mitigation measures necessary to reduce potential land use impacts such that no significant impacts with regard to adopted land use plans would occur. Also, upon approval of the requested actions, development of the Proposed Project together with future forecasted growth would not be anticipated to conflict with the intent of the City's General Plan, with other applicable land use plans, or with the LAMC regarding the future development of the Hollywood community. Therefore, development of the Proposed Project together with the related projects would not be expected to result in cumulatively considerable impacts with respect to applicable land use plans and regulations.

With regard to physical land use, it should be noted that all of the related projects are subject to local zoning and land use designations for each of the related project sites. These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts. ***As the Proposed Project would not combine with the related projects to substantially or adversely change the existing relationship with offsite communities and would not disrupt, divide, or isolate existing communities, the Proposed Project, combined with the related projects, would not result in cumulatively considerable physical land use impacts.***

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
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 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?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone (MRZ-2) Area or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is zoned R3-1 with a General Plan land use designation of Medium Residential. The Project Site is not located within a Mineral Resources Zone 2 (MRZ-2).[161] The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. The Project Site is currently developed with an auto service center and a multi-family residential building. Development of the Project Site would not block or hinder access or availability of mineral resources. ***Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur.***

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?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a MRZ-2 zone. As such, the Project Site is not currently used for the extraction of mineral resources. Historic research also shows that the Project Site has not been historically used for the extraction of mineral resources. Development of the Project Site would not block or hinder access or availability of locally important mineral resources. ***Therefore, no impact to locally important mineral resources would occur.***

<u>Cumulative Impacts</u>

No Impact. As discussed above, the Proposed would have no impact on mineral resources. It is not known if any of the related projects would result in the loss of availability of known mineral resources. Each related project would be required to comply with the L.A. CEQA Guidelines and execute required project site studies. ***Nevertheless, the Proposed Project would have no***

[161] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

incremental contribution to the potential cumulative impact on mineral resources and would have no cumulative impact on mineral resources.

XIII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

INTRODUCTION

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from

individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

> L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
>
> L_{max} – The maximum instantaneous noise level experienced during a given period of time.
>
> L_{min} – The minimum instantaneous noise level experienced during a given period of time.
>
> CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 30-45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

According to the World Health Organization (WHO), sleep disturbance can occur when continuous indoor noise levels exceed 30 dBA or when intermittent interior noise levels reach 45

dBA, particularly if background noise is low. With a bedroom window slightly open (a reduction from outside to inside of 15 dB), the WHO criteria suggest that exterior continuous (ambient) nighttime noise levels should be 45 dBA or below, and short-term events should not generate noise in excess of 60 dBA. WHO also notes that maintaining noise levels within the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep. Other potential health effects of noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again, generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to convert noise at 100 dBA, can also damage hearing). Finally, noise can cause annoyance and can trigger emotional reactions like anger, depression, and anxiety. WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA or moderately annoyed with noise levels below 50 dBA. Vehicle traffic and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded, car doors slamming, and engines revving outside a nightclub, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and severe annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can disturb sleep.

Noise levels from a particular source generally decline as distance to the receptor increases. Sound from a small localized source (approximating a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops off at a range of 6 dBA for each doubling of the distance. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures, such as hills, manmade features, buildings, and walls. Generally, for an at-grade facility in an average residential area where the first row of buildings cover at least 40 percent of total area, the reduction provided by the first row is reasonably assumed to be 3 dBA, with 1.5 dBA for each additional row. For buildings spaced tightly, the first row provides about 5 dBA of reduction, successive rows reduced noise by 1.5 dBA per row, with a maximum reduction

limit of 10 dBA.[162] Additional noise attenuation can be provided within residential structures. Depending on the quality of the original building façade, especially windows and doors, sound insulation treatments can improve the noise reduction by 5 to 20 dBA.[163]

ENVIRONMENTAL SETTING

Ambient Noise Levels

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831C sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations fronting the adjacent residential and educational uses as the most likely sensitive receptors to experience noise level increases during construction and at the major intersections surrounding the Project Site. The detailed noise monitoring data are presented in Appendix F, Noise Impact Report, and are summarized below in Table 4.16, Existing Ambient Noise Levels in Project Site Vicinity. As shown in Table 4.16, the ambient daytime noise in the vicinity of the Project Site ranges from 61.2 to 67.7 L_{eq}. The maximum instantaneous noise level during the three daytime 15-minute recordings was 90.3 dB L_{max} at Location A, where a motorcycle passed by the noise monitor. The primary noise sources that contributed most to the measured ambient noise levels were pedestrians and vehicle traffic during the daytime hours, including the cars, motorcycles, and delivery trucks.

Table 4.16
Existing Ambient Daytime Noise Levels in Project Site Vicinity

ID	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
A	On the west side of Garfield Place; southwest corner of Project Site	Light vehicle traffic, pedestrian activity	63.5	54.2	90.3
B	On the northeast corner of Franklin Avenue and St. Andrews Place; northwest of Project Site	Heavy vehicle traffic, pedestrian activity	67.7	50.9	86.5
C	On the east side of Gramercy Place; south of Franklin Avenue	Light vehicle traffic, light pedestrian activity, delivery trucks	61.2	43.6	86.9

Notes:
[a] *Noise measurements were taken on Thursday, February 4, 2021 at each location for a duration of 15 minutes. See Appendix F of this SCEA for noise monitoring data sheets.*
Parker Environmental Consultants, 2021.

[162] *California Department of Transportation, Division of Environmental Analysis, Technical Noise Supplement, November 2009, website: https://www.gsweventcenter.com/Draft_SEIR_References/2013_0709_DOT_Technical_Noise_2009.pdf, accessed March 2022.*

[163] *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment, May 2006, website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf, accessed March 2022.*

Sensitive Receptors

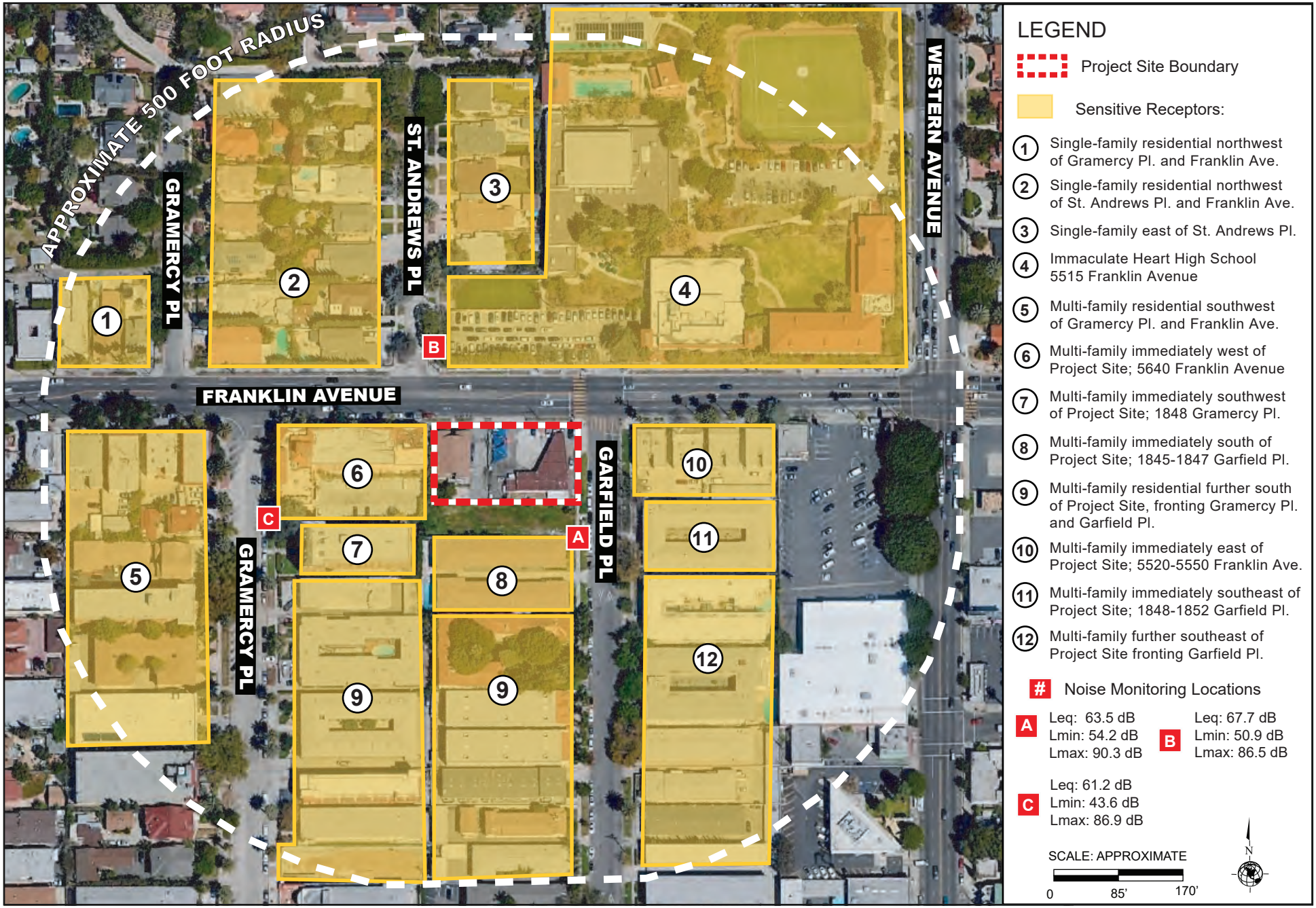
Several noise sensitive land uses are located in the vicinity of the Proposed Project. For purposes of assessing noise impacts on sensitive populations, the sensitive receptors in close proximity (within 500 feet) to the Project Site were identified. Table 4.17 below provides a summary of the sensitive receptors by address and land use and their respective proximity to the Project Site.

The locations of these land uses relative to the Project Site are depicted in Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map. In terms of assessing construction-generated vibration impacts, there are no buildings that are directly abutting the Project Site's property line that would be potentially susceptible to structural vibration impacts from the construction activities proposed for the Project.

Table 4.17
Summary of Noise Sensitive Land Uses within 500 Feet of the Project Site

ID	Address	Land Use / Description	Distance to Project Site
1	5651-5659 W. Franklin Avenue	Single-family residential northwest of Gramercy Place and Franklin Avenue	380 ft.
2	1900-1936 N. Gramercy Place; 1901-1937 N. St. Andrews Place	Single-family residential northwest of St. Andrews Place and Franklin Avenue	100 ft.
3	1916-1936 N. St. Andrews Place	Single-family residential east of St. Andrews Place	200 ft.
4	5515 W. Franklin Avenue	Immaculate Heart High School	130 ft.
5	5648-5672 W. Franklin Avenue; 1831-1861 N. Gramercy Place	Multi-family residential southwest of Gramercy Place and Franklin Avenue	285 ft.
6	5620-5640 W. Franklin Avenue	Multi-family residential immediately west of Project Site	5 ft.
7	1848 N. Gramercy Place	Multi-family residential immediately southwest of Project Site	45 ft.
8	1845-1847 N. Garfield Place	Multi-family residential immediately south of Project Site	50 ft.
9	1806-1840 N. Gramercy Place; 1805-1939 N. Garfield Place	Multi-family residential further south of Project Site, fronting Gramercy Place and Garfield Place	100 ft.
10	5520-5550 W. Franklin Avenue	Multi-family residential immediately east of Project Site	70 ft.
11	1848-1852 N. Garfield Place	Multi-family residential immediately southeast of Project Site	85 ft.
12	1806-1840 N. Garfield Place	Multi-family residential further southeast of Project Site, fronting Garfield Place.	130 ft.

Source: Parker Environmental Consultants, 2020.



Source: Google Earth, Aerial View, 2018.

Figure 4.2
Noise Monitoring and Sensitive Receptor Location Map

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 Impact with Mitigation. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). A significant impact may also occur if the Proposed Project were to result in a substantial temporary or periodic increase or a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise Impacts

On-Site Construction Noise

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. A significant construction noise impact would also occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location, or if construction activities lasting more than ten days in a three-month period would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use. Based on the recommended threshold of 5 dBA increase, mitigation measures would be incorporated to reduce noise to the maximum extent feasible, if necessary.

Construction of the Proposed Project would require the use of heavy equipment for demolition, grading, building construction, and architectural coatings. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Table 4.18 identifies the representative noise levels for the types of construction equipment anticipated to be used for the Proposed Project,[164] including estimated usage factors found in the U.S. Department of Transportation, Federal Highway Administration, Roadway Construction

[164] *Based on the construction equipment identified in the CalEEMod worksheets for the air quality and greenhouse gas emissions models presented in Appendices A and D to this SCEA, respectively.*

Noise Model. The noise levels listed in Table 4.18, below, represent the A-weighted maximum sound level (L_{max}), measured at a distance of 50 feet from the construction equipment.

Table 4.18
Noise Data for Selected Construction Equipment

Construction Phases	Construction Equipment	Estimated Usage Factor %	Actual Measures Noise Level at 50 Feet (dBA L_{max})
Demolition/Clearing	Concrete/Industrial Saws (1)	20	90
	Rubber Tired Dozer (1)	40	82
	Tractor/Loader/Backhoe (2)	40	78
Grading	Excavator (1)	40	78
	Grader (1)	40	85
	Tractor/Loader/Backhoe (2)	40	78
Building Construction	Cement and Mortar Mixers (1)	40	79
	Forklifts (2)	20	75
	Generator Sets (1)	50	81
	Pavers (1)	50	77
	Rollers (1)	20	80
	Tractor/Loader/Backhoe (2)	40	78
Architectural Coating	Aerial Lifts (2)	20	75
	Air Compressors (4)	40	78

Source: FHWA, Roadway Construction Noise Model, Construction Noise Prediction, (at Table 1 CA/T Equipment noise emissions and acoustical usage factors database, January 2006.

It should be noted that not all construction noise equipment would be utilized concurrently during each phase and the location and spacing of heavy construction equipment and machinery would vary over the course of construction. Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the Project Site (trucks). Because the precise numbers and locations of equipment operating at the same time are not known, this analysis follows the recommended procedures contained in the Federal Transit Administrations Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment. Pursuant to these procedures, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.

As shown in Table 4.19, Estimated Exterior Construction Noise at Nearest Sensitive Receptors Without Mitigation, the ambient exterior noise levels without mitigation would range from 47.5 dBA to 78.2 dBA. As such, unmitigated construction noise levels would exceed 75 dBA at a distance of 50 feet from the Project Site (in conflict with LAMC 112.05) and would exceed ambient noise levels by more than 5-dBA threshold at Sensitive Receptor Nos. 4, 6, 7, 8, 10, 11, and 12. As such, a substantial temporary or periodic increase in exterior ambient noise levels could occur for six of the 12 identified sensitive receptors. Therefore, the Proposed Project would incorporate mitigation measures N-1 to N-4 to further attenuate construction noise to the maximum extent feasible.

Table 4.19
Estimated Exterior Construction Noise at Nearest Sensitive Receptors Without Mitigation

ID[a]	Ambient Noise (dBA L_{eq})[b]	Noise Level Impact (dBA Leq) by Phase[c]				Construction Noise Threshold (dBA Leq)[d]	Noise Impact Above Threshold
		Demo	Grading	Building	Architectural Coating		
1	67.7	54.7	53.2	49.6	47.5	72.7	0.0
2	67.7	72.4	71.0	67.4	65.2	72.7	0.0
3	67.7	60.2	58.8	55.2	53.1	72.7	0.0
4	67.7	73.1	71.7	68.1	65.9	72.7	0.4
5	61.2	57.7	56.3	52.7	50.5	66.2	0.0
6	61.2	78.2	76.8	73.2	71.0	66.2	12.0
7	61.2	75.3	73.8	70.2	68.1	66.2	9.1
8	63.5	78.2	76.8	73.2	71.0	68.5	9.7
9	63.5	64.7	63.2	59.6	57.5	68.5	0.0
10	67.7	73.8	72.4	68.8	66.7	72.7	1.1
11	63.5	73.1	71.7	68.1	65.9	68.5	4.6
12	63.5	71.1	69.7	66.1	64.0	68.5	2.6

Notes:
[a] *ID refers to the sensitive receptor locations identified in Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map.*
[b] *Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
[c] *An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.*
[d] *Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*
Source: Parker Environmental Consultants, LLC, (see Appendix F, Noise Impact Report).

As noted below, temporary noise barriers would be installed along the property lines to block the line-of-sight between the noise sources and surrounding sensitive receptors. The construction of a temporary ¾ inch plywood noise barrier would be capable of attenuating the noise level by approximately 15 dBA. Additionally, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers, echo barriers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Localized and portable sound enclosures would be used, as necessary, to significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barriers/absorbers can provide a 10 to 20 dBA noise reduction or more if the barrier is doubled up. Pursuant to LAMC Chapter IV, Article 1, Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays.

Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure N-1 would further restrict the permissible hours of construction to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

Further, the Applicant would be required to post informational signage providing contact information to report complaints regarding excessive noise (refer to Mitigation Measure N-5, below). Additionally, the Applicant would be required to provide courtesy notifications to adjacent business owners and residences a minimum of two weeks prior to commencement of construction (refer to Mitigation Measure N-6 below). The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. With implementation of Mitigation Measures N-5 and N-6 and regulatory compliance measures, affected residents and business owners would be provided advanced notice of potential noise impacts and opportunities to comment on construction noise.

Implementation of Mitigation Measures N-1 through N-4 would reduce the noise levels associated with construction of the Proposed Project to nearby residents and school to the maximum extent that is technically feasible. As noted in Table 4.20, Estimated Exterior Construction Noise at Nearest Sensitive Receptors With Mitigation, estimated construction noise impacts would be substantially reduced to less than significant levels. Noise levels at each of the 12 receptors would be less than 75 dBA at a distance of 50 feet from the Project Site and would not be more than 5-dBA above ambient noise levels at any of the sensitive receptors. ***Therefore, with mitigation, the Proposed Project would result in a less than significant impact with respect to generating a substantial temporary increase in ambient noise levels in the vicinity of the Project Site.***

<u>Mitigation Measures:</u>

Increased Noise Levels (Demolition, Grading, and Construction Activities)

MM-N-1 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

Table 4.20
Estimated Exterior Construction Noise at Nearest Sensitive Receptors With Mitigation

ID[a]	Ambient Noise (dBA L_{eq})[b]	Noise Level Impact (dBA Leq) by Phase [c]				Construction Noise Threshold (dBA Leq)[d]	Noise Impact Above Threshold
		Demo	Grading	Building	Architectural Coating		
1	67.7	40.6	39.5	37.0	34.5	72.7	0.0
2	67.7	58.3	57.2	54.7	52.2	72.7	0.0
3	67.7	46.2	45.1	42.6	40.1	72.7	0.0
4	67.7	59.0	57.9	55.4	53.9	72.7	0.0
5	61.2	43.6	42.5	40.0	37.5	66.2	0.0
6	61.2	64.1	63.0	60.5	58.0	66.2	0.0
7	61.2	61.2	60.1	57.6	55.1	66.2	0.0
8	63.5	64.1	63.0	60.5	58.0	68.5	0.0
9	63.5	50.6	49.5	47.0	44.5	68.5	0.0
10	67.7	59.8	58.7	56.2	53.7	72.7	0.0
11	63.5	59.0	57.9	55.4	52.9	68.5	0.0
12	63.5	57.1	56.0	53.5	51.0	68.5	0.0

Notes:
[a] *ID refers to the sensitive receptor locations identified in Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map.*
[b] *Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
[c] *An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.*
[d] *Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*
Source: Parker Environmental Consultants, LLC, (see Appendix F, Noise Impact Report).

MM-N-2 The project contractor(s) shall employ noise minimization strategies when using mechanized construction equipment. To the maximum extent practical, demolition and construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

MM-N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices to the extent available and feasible. The noise mufflers shall be consistent with manufacturers' standards and be equipped with all construction equipment, fixed or mobile.

MM-N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 15 dBA reduction in sound level. Localized and portable sound enclosures shall be used to further significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up.

MM-N-5 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

MM-N-6 The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners and residences a minimum of two weeks prior to commencement of construction.

Regulatory Compliance Measures:

RCM-N-1 The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

RCM-N-2 The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Off-Site Construction Noise

During the course of the combined excavation and other construction activities, it is estimated that a total of approximately 8,500 cubic yards (cy) of soil and approximately 605 tons of construction and demolition debris would be exported to a landfill located within the City. The highest daily haul trips would occur during the grading/excavation phase. It is anticipated that 14 cy capacity haul trucks would be used to export soil, resulting in a total of approximately 1,214 haul round trips, or approximately up to 20 round trips per day (including 10 inbound and 10 outbound trips) for a projected duration of 66 hauling days. It is assumed that haul truck trips

would occur uniformly predominately outside of peak hours. The local haul route exiting the Project Site to the Azusa Land Reclamation facility would travel west on Franklin Avenue, then south along Van Ness Avenue, which provides access to the US-101 Freeway. Inbound haul trips would exit the US-101 Freeway at Gower Street, proceed north on Gower Street and eastbound onto Franklin Avenue to the Project Site. A Haul Truck Route program would be described for the Proposed Project and approved by LADOT as part of the Construction Management Plan (refer to Project Design Features PDF T-1). ***Since haul truck loading and unloading activities would occur on-site and/or within the boundaries of an approved traffic control plan and during the hours as required by the Noise Ordinance, the haul truck noise would be considered less than significant.***

Operational Noise Impacts

For operational noise impacts, a project would normally have a significant operational noise impact if the Proposed Project causes the ambient noise levels to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category as shown in Table 4.21, Community Noise Exposure Level (CNEL), or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at sensitive receptors where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the surrounding buildings in the Project vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. ***Adherence to LAMC Section 112.02 would ensure the Proposed Project's noise impacts from HVAC equipment to be less than significant.***

Table 4.21
Community Noise Exposure Levels (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[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 requirements.*
[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*
Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Open Space Noise

The Proposed Project would include approximately 3,273 square feet of open space, which includes a fourth level roof deck with a community patio courtyard to be improved with a swimming pool, gas fire pits, and gas grills. It is anticipated that there would not be any amplified music or speakers on the rooftop deck; however, occupancy and use of these areas may increase ambient noise levels in the Project Site vicinity. Based on the size of the roof deck and the type of amenities provided, it is conservatively anticipated that this area could accommodate up to 32 people for casual outdoor gatherings based on occupiable space.

Since the Proposed Project's open space would be provided to the future residents and guests, it is anticipated that the rooftop deck would emit low-level passive noise. There is no objective criterion for analyzing unamplified human voices within the LAMC. The only applicable criteria the LAMC provides is that the Proposed Project shall adhere to LAMC Section 116.01, which states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal

sensitiveness residing in the area. It is not expected that the intended use (i.e., only up to a few people having a conversation, relaxing, or enjoying the outdoors) would violate the prohibition of "loud, unnecessary and unusual noise" criteria. Additionally, due to the nature of the use, it is unlikely that the Proposed Project would operate at such full capacity often or for a prolonged period of time that would result in excessive crowd noise. Further, the roof deck would be surrounded with planters and either glass or concrete railings that would help to further attenuate noise in the surrounding area. ***As such, noise from the common open space would be less than significant.***

Parking Noise

Activities within the designated parking areas associated with the Project Site would have the potential to increase ambient noise levels in the area. Sources of noise within the parking areas 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. However, the proposed parking areas would be provided on the subterranean level and ground level of proposed building. As such, sound would be enclosed and more muffled since such vehicular sounds would be contained within the parking structure of the Proposed Project. In addition, operational-related noise generated by motor driven vehicles within the Proposed Project is regulated under the LAMC. 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 5 dBA. ***As such, impacts with respect to the Proposed Project's parking areas would be less than significant.***

Off-Site Traffic Noise

The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn has the potential to increase roadway noise. Based on the principles of roadway noise, it would take a doubling of the roadway's traffic to generate a perceptible increase (3 dBA) in the ambient roadway noise volume. If a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant. LADOT performed traffic counts at the intersection of Franklin Avenue and Garfield Place in 2011. This intersection experienced 20,984 vehicles in a 24-hour period.[165] According to the Proposed Project's VMT Screening Summary, the Proposed Project would result in approximately 168 daily vehicle trips, a net increase of 106 net daily vehicle trips when accounting for existing trips. Accounting for a 1% ambient annual trip increase plus 168 daily trips from the Proposed Project, this intersection would experience approximately 24,289 trips per day for the year 2025 for a worst-case scenario, assuming all Project trips pass this intersection. Therefore, the Proposed

[165] *City of Los Angeles, Bureau of Engineering, Navigate LA, LADOT Traffic Counts at Franklin Avenue and Garfield Avenue (2011), website: https://navigatela.lacity.org/dot/traffic_data/automatic_counts/FRANKLIN.GARFIELD.111031-AUTO.pdf, accessed March 2022.*

Project's estimated 168 average daily trips would represent a small percent increase in the daily traffic volume at this intersection. Therefore, the Proposed Project would not double the traffic along the closest intersections and thus would not exceed the 3-dBA CNEL threshold of significance at the nearby study intersections and roadways. ***Thus, the Proposed Project's mobile source noise impact would be less than significant.***

b) Generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration Impacts

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on sensitive structures (i.e., building damage).

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as neither the City of Los Angeles nor the County of Los Angeles have an adopted significance threshold to assess vibration impacts during construction, the FTA and Caltrans adopted vibration standards for buildings which are

referenced to evaluate potential impacts related to project construction. This analysis uses the FTA adopted vibration standards for buildings. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following thresholds were to occur as shown in Table 4.22, below.

Table 4.22
Vibration Damage Potential Threshold Criteria

Threshold Criteria	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Structure and Condition		
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013.

Table 4.23, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table 4.23, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.23
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

Structural Vibration Impacts

In terms of construction vibration impacts on buildings, there are no buildings that are directly adjacent to the Project Site's property lines. The multi-family residential building to the west has

an approximate 5-foot setback. Therefore, the Proposed Project would not have the potential to exceed the groundborne vibration thresholds for structural damage. Furthermore, protection against damage to adjacent structures is provided by existing law. Both the California Civil Code and the LAMC impose affirmative obligations on excavating landowners to protect against damage to adjacent structures. Civil Code Section 832 requires that excavating owners give notice of the excavation to owners of adjoining lands and buildings, use ordinary care and skill and take reasonable precautions to sustain adjoining land. Civil Code Section 832 also imposes additional obligations on owners excavating deeper than nine feet. LAMC Section 91.3307 requires that adjoining public and private property, including without limitation footings and foundations, be protected from damage during construction. ***As such, the Proposed Project's construction activities would have no groundborne vibration impacts upon any surrounding structures.***

Operational Vibration Impacts

The Proposed Project is a multi-family residential development and would not involve the use of stationary equipment that would result in high vibration levels. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) along Franklin Avenue and Garfield Place, the proposed land uses would not result in a substantial increase in the use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, the collection of refuse would occur within the enclosed parking structure which would effectively attenuate groundborne vibration and noise impacts. ***As such, vibration impacts associated with operation of the Proposed Project would be less than significant.***

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?

No Impact. A significant impact may occur if the Proposed 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 the Project Site. There are no public airports or private air strips within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. ***The Proposed Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.***

<u>Cumulative Impacts</u>

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects identified in Section 2, Project Description, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area and it is impossible to predict with any degree of certainty the occurrence of concurrent construction activities. Therefore, any quantitative analysis that assumes multiple, concurrent

construction projects would be speculative. Localized construction impacts associated with noise generally occur within an area of 500 feet or less of the Project Site. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized and mitigated on a project-by-project basis. As shown in Figure 2.17 of Section 2, Project Description, Related Project Nos. 4 through 9 are located farther than 500 feet of the Project Site. Related Project No. 1, located at 1806 N. Gramercy Place, approximately 450 feet south of the Project Site, is currently under construction and is anticipated to be completed with construction activities by the time the Proposed Project begins construction. Related Project No. 2 (Case No. ZA-2019-6570-CUB-SPP-SPPA), located at 1841 N. Western Avenue, approximately 260 feet east of the Project Site was approved in 2021 and may have concurrent construction activities as the Proposed Project. The closest project to the Proposed Project is Related Project No. 3 (Case No. DIR-2021-5478-TOC-SPP-HCA), located at 1853 N. Garfield Place, directly south of the Project Site. This related project was proposed in 2021 and has not been approved, which may have concurrent activities as the Proposed Project.[166, 167] However, each of the related projects would be required to comply with the City's noise ordinance, as well as implement mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced with feasible mitigation. As demonstrated above, the Proposed Project's construction noise impacts, with the implementation of Mitigation Measures N-1 through N-6, would result in less than significant impacts. ***As such, the Proposed Project's construction noise impact would not be cumulatively considerable. Additionally, because each related project would be required to comply with the City's noise ordinance, cumulative impacts associated with construction noise would be mitigated to less than significant levels.***

XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

[166] *City of Los Angeles, Case Reports and Mapping Interactive Map, Bi-Weekly Case Filings, website: https://planning.lacity.org/resources/case-reports, accessed September 2022.*
[167] *City of Los Angeles, Department of City Planning, ZIMAS, accessed September 2022.*

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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 may occur if the Proposed Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing unplanned growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause unplanned growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the Proposed Project.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

As previously mentioned, on September 3, 2020, SCAG's Regional Council adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) - a plan that the Regional Council now calls Connect SoCal. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Based on the regional growth projections in Connect SoCal, the City had an estimated permanent population of approximately 3,933,800 persons and approximately 1,367,000 residences in 2016. By the year 2045, SCAG forecasts that the City will increase to 4,771,300 persons (or a 21% increase since the year 2016) and approximately 1,793,000 residences (or a 31% increase since the year 2016). Employment within the City is expected to grow by 287,600 jobs, which is an approximate 16 percent increase in employment between 2016 and 2045. SCAG's population, housing, and employment projections for the City, Los Angeles County, and the SCAG region as a whole for 2016 and 2045 are further summarized in Table 4.24, below.

The Proposed Project is an infill development project within the Hollywood Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.77 million persons by 2045. As shown in Table 4.24, below, SCAG population and housing projections from 2016 through 2045 envisions a population growth of 837,500 additional persons (an approximate 21% growth rate) in the City of Los Angeles and 3,672,000 additional persons (an approximate 19% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase by 426,000 households, or approximately 31% between 2016 and 2045. The number of households within the SCAG Region is anticipated to increase by 1,621,000 households, or approximately 27% between 2016 and 2045. The number of employment

opportunities is anticipated to increase by 287,600 jobs (approximately 16%) in the City of Los Angeles between 2016 and 2045, and the SCAG Region is anticipated to increase by 1,660,000 jobs (approximately 20%) between 2016 and 2045.

Table 4.24
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	3,933,800	4,771,300	21%
Los Angeles County	10,110,000	11,674,000	15%
SCAG Region	18,832,000	22,504,000	19%
Households			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,367,000	1,793,000	31%
Los Angeles County	3,319,000	4,119,000	24%
SCAG Region	6,012,000	7,633,000	27%
Employment			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,848,300	2,135,900	16%
Los Angeles County	4,743,000	5,382,000	13%
SCAG Region	8,389,000	10,049,000	20%

Source: SCAG, Connect SoCal, Demographics and Growth Forecast Appendix, Table 13 – County Forecast of Population, Households, and Employment and Table 14 – Jurisdiction-Level Growth Forecast, adopted September 3, 2020.

Construction Impacts

Construction job opportunities created as a result of the Proposed Project are not expected to result in any substantial population growth in the Project area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process.

Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Proposed Project, and as such, significant housing or population impacts would not result from construction of the Proposed Project. ***Therefore, construction-related population growth impacts would be less than significant.***

Operational Impacts

The Proposed Project would remove an auto service center and a multi-family residential building with four units and would replace these structures with a new residential development. The

Proposed Project would include 41 dwelling units and therefore, increasing the net number of units on the Project Site by 37 dwelling units. Population generation is shown in Table 4.25. It is estimated that the Proposed Project would generate approximately 93 residents.

Based on the estimated population per dwelling unit provided by the City's VMT Calculator Documentation (e.g., an average of 2.25 persons per household), the construction of 41 additional dwelling units would result in an increase in up to approximately 93 new residents in the City of Los Angeles with a net increase of approximately 84 residents when accounting for the existing residents.[168] ***The proposed increase in housing units and population would be consistent with SCAG's forecast of 426,000 additional households and approximately 837,500 persons in the City of Los Angeles between 2016 and 2045, and operational population growth impacts would be less than significant.***

Table 4.25
Project Estimated Population Generation

Land Use	Quantity	Population Generation Rates [a]	Total Population
Existing Conditions			
Apartments	4 dwelling units	2.25 persons / du	9
Proposed Project			
Apartments	41 dwelling units	2.25 persons / du	93
		Project Increase in Population:	***93***
		Less Existing:	*(9)*
		Net Increase in Population:	**84**

Note: du = dwelling unit
[a] *Based on the Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculation Documentation Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

Localized Growth Forecasts

Table 4.24 shows the SCAG, population and housing growth for the City of Los Angeles to the year 2045. The Proposed Project's 41 new units and estimated 93 future residents would be well within SCAG estimates of growth for the City between 2016 and 2045. Therefore, the Proposed Project would result in a less than significant impact with respect to population and housing growth.

Additionally, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned

[168] *Based on the Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculation Documentation Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

levels for the year of Proposed Project occupancy/buildout, that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. ***Therefore, impacts related to infrastructure would be less than significant.***

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction or replacement housing elsewhere. The Project Site is currently developed with an auto service center and a multi-family residential building with four dwelling units. The Proposed Project would construct 41 new dwelling units, resulting in a net increase of 37 dwelling units on site. Therefore, the Proposed Project would be increasing the overall housing stock in the local area. The Proposed Project would be available at the affordable rate and market rate. The Proposed Project provides the area with greater diversity in type and cost of housing that increases housing opportunities for a larger range of income levels. The Proposed Project's 41 dwelling units would also be accessible to all persons without discrimination. ***Therefore, the Proposed Project would not displace a substantial number of existing people or housing that would necessitate housing elsewhere, and a less than significant impact would occur.***

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional residential related uses to the Project Site area. Any residential related projects would result in direct population growth in the Project Site area.

As discussed in Checklist Question XIV(a), the Proposed Project would not exceed the growth projections of SCAG's Connect SoCal plan for the City of Los Angeles subregion. Because the Proposed Project would not displace any residents, and population growth potentially associated with the Proposed Project has already been anticipated per SCAG projections, the Proposed Project's population growth would not be cumulatively considerable. Based on the related projects list provided in Section 2, Project Description, there are 12 residential dwelling units that are under construction (Related Project No. 1), within the Project area. Based on an approximate 2.25 persons per household, the related projects would generate up to 27 permanent residents within the local area. The generation of the Proposed Project and related project's housing units and resident population would be within SCAG forecasts for 2045. ***Therefore, the Proposed Project in combination with the related projects' cumulative impacts to population and housing would be less than significant.***

With respect to population growth from permanent employment, jobs in commercial/retail land uses typically do not generate substantial population growth within the region. As such, jobs are generally filled by residents that already reside within close proximity to those jobs. Further, residential neighborhoods would be supportive and complementary to the proposed commercial

land uses. ***As such, the related projects would not generate substantial indirect population growth or demand for new housing, and a less than significant impact would occur.***

XV. 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:

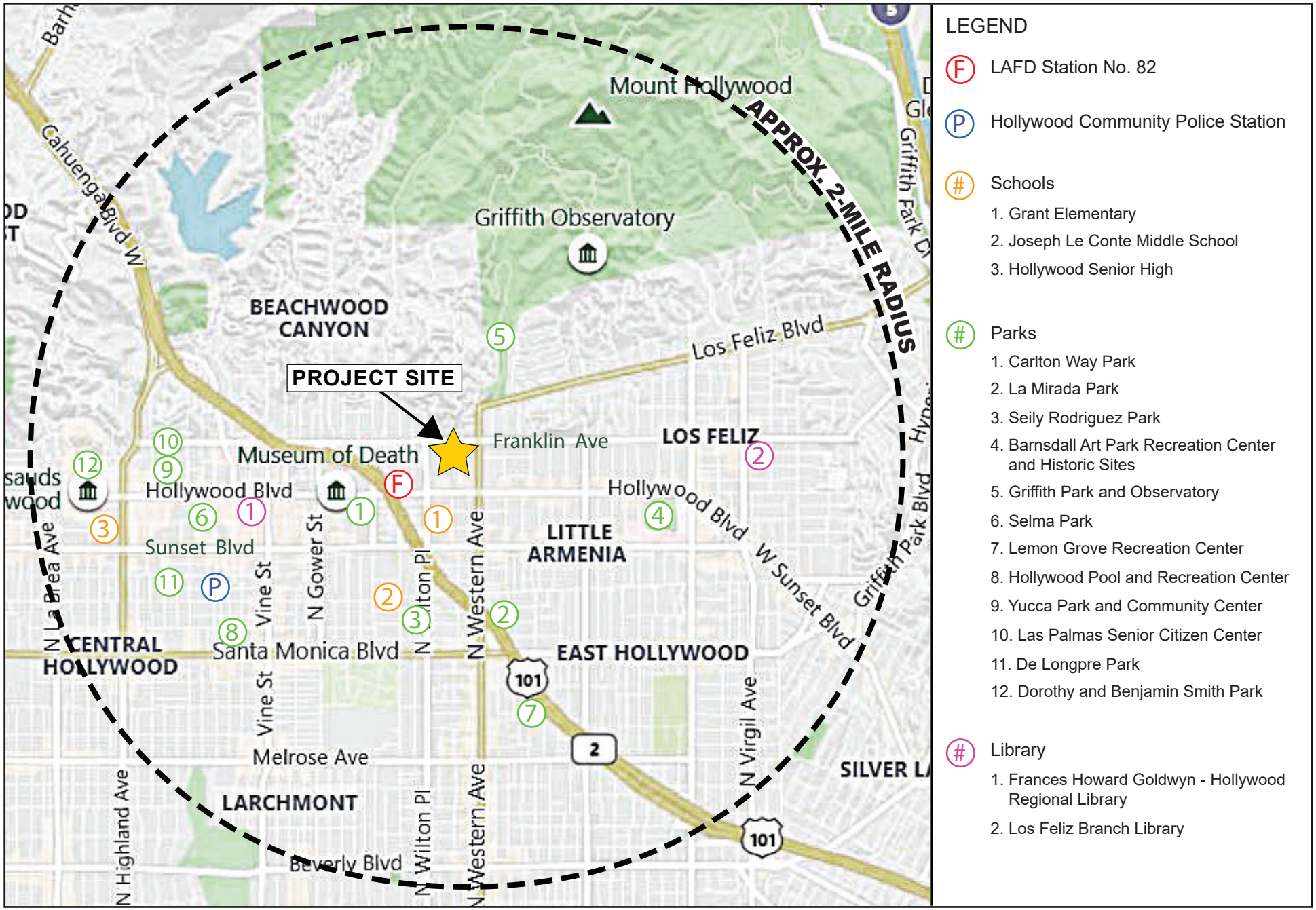
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

The location of public services (including fire services, police protection services, schools, parks, and libraries) in the Project vicinity and that service the Project Site are shown in Figure 4.3, below.

a) Fire protection?

REGULATORY SETTING

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services.



Source: Bing Maps, 2020

Figure 4.3
Public Services in the Project Site Vicinity

In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the City will comply with that provision to ensure that public safety services are provided.[169]

LAFD has not established response times standards for emergency response, nor adopted the National Fire Protection Association (NFPA) standard of 5 minutes for EMS response and 5 minutes, 20 seconds for fire suppression response.[170] Roadway congestion, intersection level of service (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 Los Angeles Department of Transportation (LADOT), has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling along designated City streets to aid in emergency response.[171] The City of Los Angeles has over 205 miles of major arterial routes that are equipped with FPS.[172]

According to the LAFD, although response time is considered to assess the adequacy of fire protection services, it is one factor among several that LAFD utilizes in considering its ability to respond to fires and life and health safety emergencies, including required fire flow, response distance from existing fire stations, and the LAFD's judgement for needs in an area. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board Trustee of California State University* ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services.

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[169] *City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847, website: https://ceqaportal.org/decisions/1611/City%20of%20Hayward%20v.%20Board%20of%20Trustees%20of%20California%20State%20University%20(1st%20Dist.%202012)%20207%20Cal.App.4th%20446.PDF, accessed March 2022.*

[170] *NFPA, NFPA 1710 – Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition. Response time is turnout time plus travel time for EMS and fire suppression incidents.*

[171] *LADOT,* Los Angeles Signal Synchronization Fact Sheet*, website: https://ladot.lacity.org/sites/default/files/documents/ladot-atsac-signals-_-fact-sheet-2-14-2016.pdf , accessed March 2022.*

[172] *Los Angeles Fire Department,* Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133*, October 2008, website: https://www.dropbox.com/s/nsfvixstf5wj0xs/LAFD%20Bulletin%20No.%20133%20October%202008.pdf?dl=0, accessed March 2022.*

The LAFD has recently taken a number of steps to improve processes and practices, which in turn serve to reduce response times. Upgrades recently completed or pending include installation of automated vehicle locating systems on all LAFD apparatus; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; and development of a new computer-aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident.[173]

IMPACT ANALYSIS

Less Than Significant Impact. A project would normally have a significant impact on fire protection if it requires 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 environment" 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.[174]

The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project are adequate include whether the Project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to Section 57.507.3.3, Table 507.3.3, of the 2017 City of Los Angeles Fire Code, the maximum response distance between high density residential land uses and a LAFD fire station that houses an engine company or truck company is 1.5 miles or 2 miles, respectively, with a required fire flow of 4,000 gallons per minute (gpm). If either of these performance criteria were exceeded, all structures located in the applicable common 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.

[173] *Los Angeles Fire Department, A Safer City Strategic Plan, website: https://issuu.com/lafd/docs/strategic_plan_final_2018.02.09?e=17034503/59029441, accessed March 2022.*

[174] *City of Hayward et al. v. Board of Trustees of the California State University (2015), website: https://ceqaportal.org/decisions/1611/City%20of%20Hayward%20v.%20Board%20of%20Trustees%20of%20California%20State%20University%20(1st%20Dist.%202012)%20207%20Cal.App.4th%20446.PDF, accessed March 2022.*

Construction

Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Proposed Project would include: keeping mechanical equipment in good operating condition, and as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle 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. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site and surrounding vicinity during construction through marked emergency access points approved by the LAFD. Construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flag persons would be used to facilitate the traffic flow until construction is complete. Further, emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Construction of the Proposed Project would result in a less than significant impact to fire protection services.

Operation

Emergency vehicle access to the Project Site would continue to be provided from local and major roadways (i.e. Franklin Avenue and Garfield Place). All circulation improvements proposed would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation. Therefore, impacts related to emergency access would be less than significant.

The Proposed Project would include a multi-family residential building with 41 dwelling units and would generate approximately 93 new residents.[175] The Proposed Project would increase the utilization of the Project Site, which is currently used an auto service center and a four-unit multi-family residential building and would potentially increase the demand for LAFD services. The Project Site is primarily served by LAFD Station No. 82, located at 5769 Hollywood Boulevard,

[175] *Based on the Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculation Documentation Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020, website: https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf, accessed March 2022.*

approximately 0.5 miles southwest (driving distance) of the Project Site. Based on the response distance criteria specified in LAMC 57.509.3.3 and the relatively short distance from Fire Station No. 82 to the Project Site, fire protection response from LAFD would be considered adequate. The Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the normal building permit process, the Project Applicant would submit a plot plan for review and approval by the LAFD prior to the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and services for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. Based on the LAMC Table 57.507.3.3, minimum fire flow requirement for a high density residential development such as the Proposed Project, is 4,000 gpm from four adjacent hydrants flowing simultaneously. A Service Advisory Request/Fire Service Pressure Flow Report (SAR) would be prepared and approved for the Proposed Project by the Department of Water and Power (LADWP) to ensure that fire flow requirements are considered adequate for the Project Site. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. With approval from LADWP, development of the Proposed Project would result in a less than significant impact to fire flow requirements.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Additionally, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant. There is an existing fire hydrant along the Project Site's eastern property line along Garfield Place. The number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for the Proposed Project. The required hydrant placement for the Proposed Project would be confirmed in consultation with the LAFD during the plan check approval process.

As part of the normal building permit process, the Project Applicant would submit a plot plan for review and approval by the LAFD prior to the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant. Thus, compliance with regulatory compliance measures regarding fire protection and safety would ensure that that fire protection services are adequate within the proposed building and around the Project Site and would result in a less than significant impact to fire protection services.

Regulatory Compliance Measure:

RCM-PS-1 **Public Services (LAFD).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

Based on the above, the Proposed 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 governmental facilities, or the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. Therefore, impacts to fire protection and emergency medical services from the Proposed Project would be less than significant, and no mitigation measures are required.

b) Police protection?

REGULATORY SETTING

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services,

including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.[176]

IMPACT ANALYSIS

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station that would result in a physical adverse impact upon the environment. Section 15382 of the CEQA guidelines defines "significant effect on the environment" 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 police station or police substation, if warranted, would only be considered significant under CEQA if such activities resulted in a physical adverse impact upon the environment. In other words, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services alone are not an environmental impact that CEQA requires a project applicant to mitigate.[177]

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 non-residential floor area; (b) the demand for police services anticipated at the time of project buildout 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 currently served by the Hollywood Community Police Station, located at 1358 N. Wilcox Avenue, within LAPD's West Bureau and located within Reporting District 638. Based on correspondence with LAPD, the Hollywood Community Police Station is approximately 1.8 miles west and seven minutes from the Project Site. The time and distance were calculated from a departure point starting from the Hollywood Police Station. This arrival time was also configured utilizing some traffic delays, but estimated times of arrival can vary depending on divisional call load, traffic delays, and type of call. The Hollywood Division has approximately 387 sworn

[176] *City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847, website: https://ceqaportal.org/decisions/1611/City%20of%20Hayward%20v.%20Board%20of%20Trustees%20of%20California%20State%20University%20(1st%20Dist.%202012)%20207%20Cal.App.4th%20446.PDF, accessed March 2022.*

[177] *City of Hayward et al. v. Board of Trustees of the California State University (2015), website: https://ceqaportal.org/decisions/1611/City%20of%20Hayward%20v.%20Board%20of%20Trustees%20of%20California%20State%20University%20(1st%20Dist.%202012)%20207%20Cal.App.4th%20446.PDF, accessed March 2022.*

personnel and 15 civilian support staff. Hollywood Division is a culturally diverse community with a residential population of over 165,000 people. The officer to resident ratio is 1 officer to every 426.4 residents (426.4:1) for a 13.34 square mile area. This population amount does not reflect citizens from outside the area visiting local businesses, churches, residences, and educational institutions.

According to the LAPD's Computer Statistics (CompStats) Division, the average police response time to emergency, high priority calls in the Hollywood area as of August 8, 2020 was 3.4 minutes with a dispatch median time of 1.4 minutes. The medium priority response time as of August 8, 2020, was 12.5 minutes with a dispatch median time of 4.3 minutes. Low priority, non-emergency response time as of August 8, 2020, was 33.6 minutes with a dispatch median time of 9.8 minutes. These response times were taken from the statistics submitted by Hollywood Division for a 4-week period between July 12th, 2020, through August 8th, 2020. During this 4-week period, Hollywood Division answered 357 emergency calls for service, 1,384 medium high priority calls, and 1,858 low priority calls. The response times stated are adequate performance times for this police division.[178] Table 4.26, Hollywood Area Crime Statistics, provides yearly crime statistics for the local Project Site area in the City of Los Angeles.

Table 4.26
Hollywood Area Crime Statistics

Crimes	2020 (Year to Date) [a]	2019	2018
Violent Crimes			
Homicide	5	4	8
Rape	49	122	140
Robbery	249	570	557
Aggravated Assault	467	772	755
Total Violent Crimes	**770**	**1,468**	**1,460**
Property Crimes			
Burglary	360	494	531
Motor Vehicle Theft	379	429	512
BTFV	793	1,773	1,886
Personal / Other Theft	947	2,141	2,148
Total Property Crimes	**2,479**	**4,837**	**5,077**
Child / Spousal Abuse (Part I & II) [b]	334	511	595

Notes:
[a] Crime Statistics for year ending August 8, 2020. Year 2019 and 2018 is for entire year.
[b] Part II Child/Spousal Abuse Simple Assaults not included in Part 1 Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.
Source: Los Angeles Police Department Correspondence Letter, 5600 Franklin Avenue Project, August 17, 2020 (Appendix J.1 to this SCEA).

[178] *LAPD Correspondence, 5600 Franklin Avenue Project [ENV-2020-3838-EAF], August 17, 2020 (See Appendix J.1 to this SCEA).*

Construction

Construction sites, if left unsecured, have the potential to attract criminal activity such as trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. However, pursuant to the LAMC and standard conditions of approval imposed by the Department of Building and Safety when issuing project grading and construction permits, the Proposed Project would employ construction safety features including erecting temporary fencing around the construction site and securing the Project Site to discourage trespassers and deter any potential criminal activity. ***Compliance with this condition would ensure impacts to police protection services are less than significant during construction.***

Project Design Feature:

PDF-PS-1 **Public Services (Police – Demolition / Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Operation

The development of the Proposed Project would result in an increase of on-site residents and visitors to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons may escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and security lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Proposed Project residents and guests would be able to monitor suspicious activity at the building entry points. The plans for the Proposed Project would incorporate security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas. ***As such, the Proposed Project’s operational impacts to LAPD Services would be less than significant.***

Project Design Feature:

PDF-PS-2 **Public Services (Police – Operation).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to: surveillance cameras, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of

concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed.

Based on the above, the Proposed 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 governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Therefore, impacts to police protection services would be less than significant, and no mitigation measures are required.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that 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 non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, 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 which 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 Site is located in LAUSD Board Districts 4 and 5. The Project Site is currently served by one elementary school, one middle school, and one high school. Table 4.27, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

Table 4.27
Resident Schools Serving the Project Site

School Name	Grades	Address
Grant Elementary School (includes dual-language Armenian school)	K-6	1530 N. Wilton Place
Joseph Le Conte Middle School	7-8	1316 N. Bronson Avenue
Hollywood Senior High School	9-12	1521 N. Highland Avenue

Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed March 2022.

As noted in the LAUSD Schools Enrollments and Capacities Report provided in their September 15, 2020 correspondence (See Appendix J.2), all of the schools serving the Project Site, except for Hollywood Senior High School, are currently operating at or above capacity. The future

projected enrollment estimates indicate that only Le Conte Middle School within the Project's service area will be operating at or above capacity when the Proposed Project is operational.[179]

As shown in Table 4.28, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately nine elementary students, three middle school students, and five high school students, for a total of approximately 17 students. It is likely that some of the students generated by the Proposed Project already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. Based on the correspondence from the LAUSD, all of the schools currently serving the Project area are operating above capacity and are projected to have seating capacity shortages in the future school year.

Table 4.28
Proposed Project Estimated Student Generation

Land Use [a]	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Proposed Project					
Multi-family Residential	41 du	9	3	5	17
Total Estimated Students: [a]		**9**	**3**	**5**	**17**

Notes: du = dwelling unit
[a] Student generation rates are as follows for multi-family residential uses: 0.2269 elementary, 0.0611 middle and 0.1296 high school students per unit.
Source: Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020.

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other State or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA.

[179] *Los Angeles Unified School District, Correspondence Letter, LAUSD Schools Enrollments and Capacities Report, September 15, 2020 (Appendix J.2 to this SCEA).*

Regulatory Compliance Measure:

RCM-PS-2 **Public Services (Schools).** The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

Therefore, the Proposed 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 schools; and impacts of the Proposed Project would be less than significant.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. The determination of whether the 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 Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, 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 (PRP), 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. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These 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 "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities."

The Project Site is located within an urbanized area of the Hollywood community and, as shown in Table 4.29, Recreation and Park Facilities within the Project Area, has access to approximately 4,235 acres of parkland and public recreation facilities within a two-mile radius. As summarized in Table 4.29 below, these facilities range in size from a 0.2-acre pocket park to the 4,210-acre

Griffith Park. Griffith Park is the largest park in the City of Los Angeles. The Proposed Project would provide approximately 3,273 square feet (0.08 acres) of total open space and amenities on-site available exclusively to serve the Proposed Project residents and guests. The Proposed Project includes a variety of on-site amenities including, but not limited to, a landscaped courtyard, recreation room, and private balconies, thereby achieving the required square feet of open space required by the LAMC, with approval of an open space reduction. In addition, the Project Applicant would be required to pay all applicable fees pursuant to the Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505) or Quimby Fees, which would be used to provide additional park facilities in the Project area. ***With payment of the mandatory developer fees, the Proposed Project's increased demands upon public parkland and recreation facilities would be less than significant.***

Table 4.29
Recreation and Park Facilities Within the Project Area

Park Name [a]	Park Size (acres)	Park Amenities	Approx. Distance to Project Site (miles)
1. Carlton Way Park	0.20	Children's play area, outdoor fitness equipment	0.55
2. La Mirada Park	0.20	Outdoor fitness equipment, picnic tables	0.79
3. Seily Rodriguez Park	0.20	Basketball courts (lighted/outdoor), children's play area, picnic tables, benches	0.85
4. Barnsdall Art Park Recreation Center and Historic Sites	13.90	Exhibitions, performances, school outreach, special events, tours (arranged), visual & performing arts program	0.98
5. Griffith Park and Observatory	4,210	Picnic tables, bird sanctuary, hiking trails, golf course, camping grounds, summer camps, pool, recreation center, soccer field, tennis courts, volleyball courts, equestrian center, zoo, observatory, and theater	1.11
6. Selma Park	0.22	Children's play area, benches, outdoor tables	1.30
7. Lemon Grove Recreation Center	3.60	Auditorium, barbecue pits, baseball diamond (lighted), basketball courts (lighted/outdoor), children's play area, picnic tables, batting cages, jogging path, kitchen, outdoor fitness equipment, stage, TV area	1.36
8. Hollywood Pool and Recreation Center	3.01	Seasonal pool (outdoor/unheated), auditorium, basketball courts (lighted/outdoor), children's play area, community room, kitchen, multipurpose sports field	1.41
9. Yucca Park and Community Center	0.97	Basketball courts (lighted/outdoor), children's play area, picnic tables, soccer field (unlighted), community room, synthetic field	1.42
10. Las Palmas Senior Citizen Center	1.14	Auditorium, community room, stage	1.43
11. De Longpre Park	1.37	Children's play area, benches	1.54
12. Dorothy & Benjamin Smith Park	0.49	Benches, sitting area	1.79
Total Parkland:	**4,235.3**		

[a] For a location of the parks identified in this table, see Figure 4.3, Public Services in the Project Vicinity.
Sources: (1) Parks and amenities were based on City of Los Angeles Department of Recreation and Parks, Facility Locator, http://www.laparks.org/, accessed June 2020. (2) Park distance and size were estimated using City of Los Angeles Department of Public Works, NavigateLA, http://navigatela.lacity.org/navigatela/, accessed March 2022.

Regulatory Compliance Measure:

RCM-PS-3 **Recreation (Increased Demand for Parks or Recreational Facilities).** Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable Quimby fees for construction of dwelling units.

e) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. The determination of whether the Proposed Project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. Based on correspondence with the LAPL (included as Appendix J.3 of this SCEA), the Project Site is served by the following branches:

- Frances Howard Goldwyn – Hollywood Regional Library, located at 1623 N. Ivar Avenue, approximately 1.3 mile west of the Project Site; and
- Los Feliz Branch Library, located at 1874 Hillhurst Avenue, approximately 1.9 miles east of the Project Site; and
- Will & Ariel Durant Branch Library, located at 7140 W. Sunset Boulevard, approximately 2.7 miles west of the Project Site.[180]

On February 8, 2007, the Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities — 12,500 square feet for community with less than 45,000 population and 14,500 square feet for community with more than 45,000 population and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area. There are no current plans to build new libraries that would serve the Project Site area. ***Therefore, these library branches***

[180] *Los Angeles Public Library, 5600 Franklin Avenue Project, Request for Information, Los Angeles Public Library Response, September 16, 2020 (see Appendix J.3 to this SCEA).*

would be able to meet the Proposed Project's demand for library services, and the Proposed Project's impacts upon library services would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the related projects is projected to generate additional employment, housing, and resident population within the study area, which would likely generate additional demands upon fire protection services, police protection services, schools, parks, and library services. As part of the City's annual budget review process, the City assesses the needs for public services and allocates funds via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. The cumulative impacts upon each of the service providers is addressed below.

Fire

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing land uses in an already highly urbanized area of Los Angeles and could increase the demand for fire protection services in the vicinity of the projects. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and the related projects would contribute. Each project would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would generally be exempt from CEQA as a Class 32 infill project and is not likely to cause a significant impact upon the environment. Nevertheless, the siting and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. Consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection services is the responsibility of the City. LAFD would continue to monitor population growth and land development in the City and identify additional resource needs including staffing, equipment, basic cars, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the required level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and allocated according to the priorities at the time. Further analysis, including a specific location, would be speculative and beyond the scope of this document. ***However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, and cumulative impacts on fire protection would be less than significant.***

Police

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing land uses in an already heavily urbanized area of Los Angeles and could increase the demand for police protection services in

the vicinity of the projects. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and the related projects would contribute. In addition, each project would be individually subject to Site Plan review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each related project would likely be required install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services.

To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would generally be exempt from CEQA as Class 32 infill Projects as they are not likely to cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for the development of new police stations in the vicinity of the Project Site, no impacts with respect to construction of new stations are currently anticipated to occur.

Additionally, consistent with the *City of Hayward v. Board of Trustees of the California State University* ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate police protection services is the responsibility of the City. LAPD will continue to monitor population growth and land development in the City and identify additional resource needs, including staffing, equipment, basic cars, other special apparatuses, and possibly station expansions or new station construction needs that may become necessary to achieve the required level of service. Through the City's regular budgeting efforts, LAPD's resource needs will be identified and allocated according to the priorities at the time. At this time, LAPD has not identified any new station construction in the area impacted by this Project either because of this Project or other projects in the service area. If LAPD determines that new facilities are necessary at some point in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) could qualify for a categorical exemption under CEQA Guidelines Sections 15301 to 15332, or Mitigated Negative Declaration under CEQA Guidelines Section 15070, and would not be expected to result in significant impacts. Further analysis, including identification of a specific location for such potential facilities, would be speculative and beyond the scope of this document. ***On this basis, the Proposed Project would not make a cumulatively considerable contribution to demand for police protection services, and cumulative impacts on police protection services would be less than significant.***

Schools

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. The Proposed Project, in conjunction with the related

projects, is expected to result in a cumulative increase in the demand for school services. As noted in the LAUSD's correspondence provided as Appendix J.2, the schools serving the Project Site are impacted and are projected to be operating at or above capacity by the Proposed Project's buildout year. However, like the Proposed Project, each related project would be required to pay school developer fees, pursuant to California Education Code Section 17620(a)(1), which would mitigate any cumulative impacts. ***As such, cumulative impacts on schools would be less than significant.***

Parks

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects that include residential uses could result in an increase in permanent residents residing in the vicinity of the projects. In the absence of mitigation, additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the long-term goal standards. However, like the Proposed Project, each related project with residential uses would comply with payment of Quimby or other fees, such as the Dwelling Unit Construction Tax (for apartment units). Each related project with residential uses would also be required to comply with the on-site open space requirements of the LAMC. ***Therefore, with payment of the applicable recreation fees on a project-by-project basis, cumulative impacts would be less than significant.***

Other Public Facilities

Less Than Significant Impact. Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population, would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. The LAPL is committed to increase the number of people who use the library services, to increase the number of library cardholders and actively promote the robustly market programs and services to increase residents' overall engagement with the libraries.[181] Moreover, the Central Library far exceeds the LAPL criteria for its service area. ***Thus, the additional population generated by the Proposed Project and the related projects would not make a cumulatively considerable impact upon the City's library system.***

[181] *Los Angeles Public Library Strategic Plan 2015-2020, June 2015, website: https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf, accessed March 2022.*

XVI. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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 facilities would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if a project includes 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. The determination of whether the 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 proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout 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 Proposed Project would generate approximately 93 new residents and would provide a minimum of 3,273 square feet of open space areas, including private open space on balconies and common open space areas within a landscaped courtyard and recreation room. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services. Notwithstanding the availability of on-site recreational amenities and open space areas, it is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in Table 4.29, above, there are 12 existing new and recently improved parks within the Project Site vicinity totaling approximately 4,235 acres that are available to serve the future residents and guests of

the Project Site. In addition, the Proposed Project would provide approximately 3,273 square feet (0.08 acres) of open space and recreational facilities on-site that would be available exclusively to serve Project residents and their guests including, but not limited to, a landscaped courtyard, a recreation room, and private balconies. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services; and accordingly, the Proposed 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 fees in accordance with the Parks Dedication and Fee Update ordinance (Ordinance No. 184,505) or Quimby Fees, if applicable, which would be used to provide additional park facilities in the Project area. ***Therefore, the Proposed Project's impact upon parks and recreational facilities 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 the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are 12 existing, new, or recently improved parks within the Project Site vicinity totaling approximately 4,235 acres that are available to serve the future residents and guests of the Project Site. The Proposed Project would also provide approximately 3,273 square feet of open space and recreational facilities on-site. 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 "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project's increased demands upon recreational facilities would not in and of itself require or result in the construction of a new park because of the relatively small population increase generated by the Proposed Project, the incorporation of on-site amenities which would off-set the Proposed Project's demands for park facilities, and the availability of 4,235 acres of parkland within the Project Site area. ***Thus, impacts to park and recreational facilities would be less than significant.***

<u>Cumulative Impacts</u>

Less Than Significant Impact. The Proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the City of Los Angeles to accommodate cumulative demands created by increased residential development. Similar to the Proposed 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 for providing on-site open space, which is proportionately based on the amount of new development. ***Because the***

Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project's impacts would not be cumulatively considerable.

XVII. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

The City of Los Angeles has updated its travel demand model, impact evaluation methodology, and transportation impact thresholds based on vehicle miles traveled (VMT). The City adopted the new CEQA thresholds and methodology for VMT, along with revised Transportation Assessment Guidelines (TAG) in July 2019. Since then, the City of Los Angeles has adopted a revised TAG, dated July 2020.

The following analysis is based on the findings in the Project VMT Screening Summary, dated December 15, 2020, provided as Appendix G to this SCEA. The following project design feature PDF T-1 would be incorporated during the Proposed Project's construction schedule.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. A significant impact may occur if a project would conflict with a program plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle and pedestrian facilities.

Operational Impacts

In accordance with the City's TAG, a project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. Table 4.30, below, provides responses to the list of policy related questions, as recommended by LADOT, in order to help determine whether the Proposed Project conflicts with the City's circulation system policies. As indicated in Table 4.30, the Proposed Project is in conformance with the applicable policies and programs corresponding to the Proposed Project and would not preclude the City's implementation of any adopted policy and/or program. ***Therefore, the Proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.***

Table 4.30
Questions to Determine Project Applicability to Plans, Policies and Programs

#	Guiding Questions	Response
Public Right of Way Classification Standards for Dedications and Improvements		
A.1	Does the Project include additions or a new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned R3 or less restrictive zone? (screening question)	**Yes.** The Project Site fronts Franklin Avenue and Garfield Place. Per the Mobility Element 2035, Franklin Avenue is a Modified Avenue II and requires a 86-foot roadway and 56-foot width right-of-way. Garfield Place is classified as a Local Street. The Project Site is zoned R3-1 with a General Plan land use designation of Medium Residential. Thus, the Proposed Project would include a new construction along an Avenue II roadway on a property zoned R3.
A.2	**If A.2 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?	**No.** The Proposed Project would provide the required setbacks fronting Franklin Avenue. However, no additional dedications or improvements to public right of way are required along Franklin Avenue adjacent to the Proposed Project.
	If the answer is to A.1 or A.2 is NO, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.	**No Conflict.** The Proposed Project would not conflict with dedication and improvement requirements of the Mobility Plan 2035.
Public Right of Way Policy Alignment with Project-Initiated Changes		
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	**No.** The Proposed Project does not propose to modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property. The Proposed Project would eliminate both vehicle driveways along Franklin Avenue to promote a pedestrian-oriented environment.
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the	**No.** Current vehicular access to the Project Site is provided by three vehicle driveways: two driveways along Franklin Avenue, one driveway that connects to the auto service center and one driveway that connects to the multi-family residential building and one vehicle parking driveway along

	Manual of Policies and Procedures) by any of the following: • locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or • locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or • the total number of new driveways exceeds 1 driveway per every 200 feet along on the Avenue 2 or Boulevard frontage, or • locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or • locating new driveways on a collector or local street within 75 feet from the intersecting street, or • locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk	Garfield Place that connects to the auto service center. Vehicular access to the Proposed Project would be provided by one full-access via Garfield Place. The Proposed Project would thus eliminate two driveways along Franklin Avenue. Thus, the Proposed Project would not introduce new driveways with vehicular access to the Project Site, since vehicular driveways exists where the Proposed Project's driveway is proposed.
	If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.	**No Conflict.** The Proposed Project would not conflict with a plan or policies that govern the public right-of-way.
Alley, Street and Stairway Access		
C.1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway? If Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway.	**No Conflict**. Vehicular access to the Proposed Project would be provided by one driveway via Garfield Place that provides access to the subterranean parking level. The Proposed Project would eliminate two existing driveways along Franklin Avenue to allow for a more through pedestrian access along Franklin Avenue. Therefore, the Proposed Project does not propose to modify, or restrict public access. As such, no conflict would occur.
C.2.1	Does the project create a cul-de-sac or is the Project Site adjacent to an existing cul-de-sac? If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	**No Conflict**. The Project Site is not located adjacent to a cul-de-sac. As such, no conflict would occur.
Parking Supply and Transportation Demand Management		
D.1	Would the project propose a supply of onsite parking that exceeds the	**No Conflict.** The Vermont/Western Transit Oriented District Specific Plan (SNAP) requires the Proposed Project

	baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	to provide a minimum of 51 spaces and a maximum of 61 parking spaces. The Applicant is requesting to utilize the parking requirements of the TOC Guidelines in lieu of the SNAP parking requirements. The Proposed Project would provide 41 parking spaces. Thus, the Proposed Project would not provide parking spaces that exceed the LAMC or Specific Plan.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?	**No Conflict.** The Proposed Project would provide the required on-site bicycle parking for short-term and long-term bike storage, as required by Section 7.G.2 of the SNAP, which prevails over requirements of the LAMC. Thus, the Proposed Project would not conflict with bicycle requirements.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor? If the answer is yes, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?	**No Conflict.** The Proposed Project would include 41 multi-family residential units and does not propose any non-residential floor area.
Consistency with Regional Plans		
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG? If the answer to is yes, does the Project or Plan result in a significant VMT impact?	**No Conflict.** The Proposed Project applies the LADOT VMT Calculator (Version 1.3) to determine whether the Proposed Project would result in a significant VMT impact. The VMT Calculator estimates the daily vehicle trips, daily VMT, and daily household VMT per capita. Further discussed below under Checklist Question XVII(b), the Proposed Project would not result in a net increase of 250 daily trips, which would not warrant the preparation of a Transportation Assessment or further VMT analysis. Therefore, the Proposed Project would not be expected to result in significant impacts to the surrounding transportation system.
Source: Los Angeles Department of Transportation (LADOT), Transportation Assessment Guidelines, Attachment D: Plans, Policies and Programs Consistency Worksheet, July 2020.		

Construction Impacts

The Proposed Project is anticipated to be constructed over a period of approximately 20 months for completion anticipated in the year 2024. The construction period would include sub-phases of demolition/site clearing, grading/excavation, building construction, and architectural coatings. Peak haul truck activity would occur during the grading/excavation phase, and peak worker activity would occur during building construction.

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. 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. Refer to Project Design Feature PDF T-1, below. ***The incorporation of Project***

Design Feature PDF T-1 would ensure any transportation impacts from construction are less than significant.

Project Design Features:

PDF T-1 Construction Management Plan

A detailed Construction Management Plan, including street closure information, detour plans, haul routes, and staging plans, would be prepared and submitted to LADOT for review and approval. 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 should include the following elements as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls (i.e., flag persons) during all construction activities adjacent to public rights-of-way to ensure traffic safety on public roadways. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Prohibition of construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3(b)(1) states for land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing Major Transit Stop or a stop along an existing High Quality Transit Corridor 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.

Transportation Assessment Screening Criteria

On July 30, 2019, the City of Los Angeles adopted LADOT's CEQA Transportation Assessment Guidelines (TAG), which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts in conformance with SB 743. The adopted TAG establishes VMT as the City's formal method of evaluating a project's transportation impacts. As part of the preparation of this version of the City's TAG, the City updated its travel demand simulation model and transportation impact thresholds to be consistent with the VMT impact methodology. Since then, the City of Los Angeles has adopted a revised Transportation Assessment Guidelines, dated July 2020.

Per the City's TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. This trip generation assessment has been conducted to determine if the Proposed Project would generate 250 or more net daily trips and would thereby require the preparation of a Transportation Assessment.

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The project would generate a net increase in daily VMT.*

Project Trip Generation Assessment

Along with the updated TAG, the LADOT developed the VMT Calculator Version 1.3 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

The VMT Calculator was utilized to determine the net daily trip generation for the Proposed Project. The VMT Calculator contains a set of land-use categories with the trip generation rates and corresponding trip type data that can be chosen as best matching a project's characteristics. For the Proposed Project land uses, the trip generation rates and trip type percentages for the most similar land uses in the VMT Calculator were applied.

As shown in the Project VMT Screening Summary (Appendix G to this SCEA), the Housing (Multi-Family) and Housing (Affordable Housing – Family) land use rates were applied to the corresponding Proposed Project uses. The Housing (Multi-Family) and Retail (Auto Repair) land use rates were applied for existing uses. As shown, based on the VMT Calculator, the Proposed Project would generate 168 daily trips and 1,152 daily VMT, resulting in a net increase of 106 daily trips and 732 net daily VMT, when accounting for the existing uses. As the Proposed Project would generate fewer than 250 net daily trips, the Proposed Project would not require the preparation of a Transportation Assessment or further VMT analysis, per the screening thresholds in the TAG.

Project Transportation Impacts

Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. Given that the Proposed Project is estimated to add 106 net daily trips to the local street system on a typical weekday, the Proposed Project would not be expected to result in significant impacts to the surrounding transportation system. ***Therefore, neither a Transportation Assessment nor other further analysis of transportation impacts is required for the Proposed Project, and operational transportation impacts would be less than significant.***

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. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include any unusual or hazardous design features.

Current vehicular access to the Project Site is provided by three vehicle driveways: two driveways along Franklin Avenue, one driveway that connects to the auto service center and one driveway that connects to the multi-family residential building and one vehicle parking driveway along Garfield Place that connects to the auto service center.

Vehicular access to the Proposed Project would be provided by one full-access driveway via Garfield Place that provides access to the subterranean parking level. The width of the driveway would conform to LADOT minimum standards for a multi-family residential driveway and include a single inbound and single outbound travel lane. The circulation aisle widths of the parking areas are designed to allow adequate and safe circulation of vehicles without significant conflicts and conform to LADOT parking aisle width standards. The Proposed Project would not introduce new driveways with vehicular access to the Project Site, since vehicular driveways exists where the Proposed Project's driveway is proposed. The Proposed Project does not include any sharp curves, dangerous intersections, or incompatible uses. As such, the Proposed Project would not include new vehicular access driveways that could potentially conflict with pedestrian circulation

and traffic. ***Therefore, the Proposed Project would not substantially increase hazards due to design features or incompatible uses, and a less than significant impact would occur.***

d) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. As previously discussed, the Project Site is not located in a disaster route according to the Los Angeles Central Area Disaster Route Map of Los Angeles County.[182] Additionally, based on the City of Los Angeles Safety Element, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[183]

Development on the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Further, the Proposed Project would be developed in a manner that satisfies the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. As required for all development projects that have the potential to result in partial street or sidewalk closures, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LADOT to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. ***Accordingly, any temporary construction traffic impacts to emergency access would be less than significant.***

<u>Cumulative Impacts</u>

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Hollywood Community Plan Area. As noted in Checklist Question XVII(b), above, the Proposed Project's increase in VMT would be less than the threshold for a significant impact to occur. Additionally, all subsequent related projects would be individually evaluated, and any potential traffic impacts would be mitigated, if necessary. ***Therefore, the Proposed Project's cumulative transportation impact, in connection with other related projects, is considered less than significant.***

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[182] *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008, website: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Central%20Area.pdf, accessed March 2022.*

[183] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed March 2022.*

XVIII. Tribal Cultural Resources

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:

	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 Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 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.	☐	☒	☐	☐

a) 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: 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)?

b) 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 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?

Response to a: Less Than Significant Impact.

Response to b: Less Than Significant with Mitigation Incorporated.

For purposes of this analysis, SWCA Environmental Consultants was retained to prepare a Tribal Cultural Resources Assessment to provide a review of available evidence for known tribal cultural resources within the Project site and analyzes the likelihood (i.e., sensitivity) for as-yet unknown tribal cultural resources that could be present in the Project site as buried archaeological deposits. The following section is based on the following technical report:

- SWCA Environmental Consultants, Tribal Cultural Resources Assessment for the 5600 Franklin Avenue Mixed-Use Development Project, City of Los Angeles, California, January 30 2023 (Appendix N to this SCEA).

The Tribal Cultural Resources Assessment includes a summary of resources identified in the California Historical Resources Information System (CHRIS) through the South Central Coastal Information Center (SCCIC), the results of a sacred lands file (SLF) search through the Native American Heritage Commission (NAHC), and background research used to assess the potential for a buried resource that has not been previously identified. The CHRIS and SLF results letters are included in Attachments B and C of the Tribal Cultural Resources Assessment, respectively.

Public Resources Code 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 tribal cultural resource 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. Public Resources Code 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.

Public Resources Code (PRC) Section 21082.3.1, as amended by Assembly Bill 52 (AB 52), requires the lead agency to begin consultation with culturally and geographically affiliated California Native American tribes prior to the release of a negative declaration, mitigated negative

declaration, or environmental impact report for a project. The environmental review process for the proposed Project is being undertaken through a Sustainable Communities Environmental Assessment (SCEA) tiering off of SCAG's Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Connect SoCal Program EIR. As such, tribal consultation pursuant to AB 52 was conducted as part of the Connect SoCal Program EIR. Consistent with the guidance of mitigation requirements under SCAG's Connect So Cal Program EIR, a tribal cultural resources assessment was conducted for the Project by SWCA. Consistent with the mitigation requirements and recommendations of the Connect So Cal Program EIR, SWCA was retained to conduct a Tribal Cultural Resources Assessment for the Project.

As noted in SWCA's Tribal Cultural Resources Assessment, the evaluation of a tribal cultural resource must consider the cultural values to a California Native American tribe, in addition to scientific and archaeological considerations. Although not all tribal cultural resources are archaeological in nature, those preserved below the surface would likely fit the definition of a both an archaeological and tribal cultural resource. Accordingly, SWCA's assessment of the buried resource potential focuses exclusively on the scientific and archaeological sources of evidence, consistent with standard industry practices, and the analysis of the sensitivity for buried tribal cultural resources considered only those that are archaeological in nature.

The CHRIS and SLF searches both returned negative results for the presence of a known tribal cultural resource within the Project Site. SWCA's archival research identified several former Native American village sites that were once located in the general vicinity, these include sites such as Maawnga, Yaanga, and Kaweenga, all of which are believed to have been more than 4 miles away. Site CA-LAN-1096 (hereafter LAN-1096) was identified in the CHRIS records search and is mapped approximately 0.25 miles northeast of the Project Site. LAN-1096 is designated by the City's Office of Historic Resources (OHR) as Historic-Cultural Monument (HCM) No. 112, and is described as a "Gabrielino Indian Site," within the canyon referred to as "Mocohuenga," and was reportedly associated with a former spring therein. No specific details on the contents of the site or the circumstances of its identification were identified beyond those described in the HCM designation and signage originally created for the site.

Based strictly on geographic proximity of the Project Site to LAN-1096 and the location at the base of the foothills along a spring-fed stream, there is increased sensitivity for a buried tribal cultural resource. As a result, SWCA considers the Project site to have moderate sensitivity for buried and as-yet unidentified tribal cultural resources. Consistent with the guidance provided in SCAG's Connect SoCal Program EIR Mitigation Measure (PMM) CULT-1 subsection (j), the following mitigation measure is recommended:

Mitigation Measures:

> **MM-CR-1.** The Project Applicant shall retain an archaeological 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 Secretary of Interior's Professional Qualification Standards.

If any suspected archaeological objects or artifacts are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-1.

In the event any suspected human remains are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-2.

In the event any suspected tribal cultural resources are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-TRC-1, which includes stopping all work in the area of the discovery and contacting all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project.

Regulatory Compliance Measures

RCM-TCR-1: If objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project; (2) and the Department of City Planning.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe’s recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe’s recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may

request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Compliance with the provisions of 14 CCR 15064.5(f) and PRC Section 21082 and implementation of MM-TCR-1 and RCM-TCR-1, above would ensure impacts to associated with the accidental discovery of any tribal cultural resources or human remains, including Native American Resources, would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to tribal cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. ***Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to tribal cultural resources would be less than significant.***

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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 increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan Area to be exceeded in the year of the project completion;

and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The LADWP ensures the reliability and quality of water supply through an extensive distribution system that includes approximately 7,336 miles of pipes and 115 storage tanks and reservoirs within the City. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[184] In 2020, the LADWP's water system supplied an average of 436 million gallons per water per day to its 4 million customers. Therefore, the LAAFP has a remaining capacity of treating approximately 164 mgd.[185]

Water demand for construction of the Proposed Project would be required for dust control, cleaning of equipment, excavation/export, removal, and re-compaction, etc. This is water demand is a temporary use and is provided by the water infrastructure serving the existing uses on the Project Site. Impacts on the water infrastructure due to construction activity would therefore be less than significant. The operational projected demands for water usage and fire suppression are considered. The Project's main contributor to water consumption is the hotel, residential, and commercial water usage, however, fire flow demands have a greater impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. Based on correspondence with the LAFD, minimum fire flow requirement for the Project is 6,000 to 9,000 gallons per minute (gpm) from four to six adjacent hydrants flowing simultaneously. A Service Advisory Request/Fire Service Pressure Flow Report (SAR) would be prepared and approved for the Proposed Project by the Department of Water and Power (LADWP) to ensure that fire flow requirements are considered adequate for the Project Site. With approval from LADWP, development of the Project would result in a less than significant impact to fire flow water usage.

As shown in Table 4.31 below, the Proposed Project would generate a net increase in water demand of approximately 59,050 gallons per day (gpd) of water, which is well within the City's available water treatment capacity and future anticipated water demand projections. As discussed previously in Section XIV, Population and Housing, and the Proposed Project's population growth is within SCAG's forecast, the Proposed Project's increased water demand would not measurably impact the LAAFP's treatment capacity; therefore, no new or expanded water treatment facilities

[184] *U.S. Department of Energy, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization—-oxygen-plant-replacement, accessed March 2022.*

[185] *Los Angeles Department of Water and Power, Water, L.A.'s Drinking Water Quality Report, website: http://www.ladwp.com/, accessed March 2022.*

would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Table 4.31
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Uses (to be removed)			
Auto Service Center	1,808 sf	0.05 gpd/sf	90
Multi-family	4 du	110 gpd/du [b]	440
		Total Existing Water Demand:	**530**
Proposed Project			
Residential Units (41 total)			
Studio	7 du	75 gpd/du	525
One Bedroom	34 du	110 gpd/du	3,740
Landscaping	2,544 sf	MAWA[c]	55,315
		Total Project Site Water Demand:	**59,580**
		Less Existing Water Demand:	*(530)*
		Net Water Demand:	**59,050 gpd**

Notes: sf =square feet; du = dwelling units
[a] *Consumption Rates based on City of Los Angeles Department of Public Works, Los Angeles Sanitation and Environment, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.*
[b] *Estimates one-bedroom units for existing multi-family to be demolished.*
[c] *California Code of Regulations Title 23. Division 2. Chapter 2.7 Model Water Efficient Landscape Ordinance for estimating the Maximum Applied Water Allowance (MAWA).*
Parker Environmental Consultants, 2022.

Based on correspondence with LADWP, water mains that serve the Project Site include an existing 6-inch diameter pipe along Franklin Avenue and an 8-inch diameter pipe along Garfield Place. There are no known water service problems or deficiencies in the area. LADWP concluded that LADWP should be able to provide the domestic needs of the Proposed Project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the Proposed Project are known. Until that determination has been made, LADWP would assess the need for additional facilities, if needed.[186] Although no system upgrades are anticipated at this time, the water system will be verified again at the time of construction. In the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area and would not create a significant impact to the physical environment as potential physical impacts from construction in the right-of-way easements is already captured in the analysis of the Proposed Project construction impacts. This is largely due

[186] *Los Angeles Department of Water and Power, Water and Electricity Connection Services Request, 5600 Franklin Avenue Project, September 17, 2020 (See Appendix J.5 to this SCEA).*

to the fact that (a) any disruption of service would be short-term, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project Site vicinity. ***Therefore, the Proposed Project would not require or result in the relocation or construction of new or expanded water treatment facilities, and potential impacts resulting from water infrastructure improvements would be less than significant.***

Wastewater Treatment Facilities and Existing Infrastructure

A project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation (BOS) provides sewer service to the Project Site. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[187] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. As shown in Table 4.32, the Proposed Project would generate an increase of approximately 6,270 gpd of wastewater and a net increase of 5,740 gpd of wastewater when accounting for existing uses, which represents a fraction of one percent of the available capacity.

With respect to local infrastructure, the Project Site is presently served by a network of sewer lines that are located beneath major streets that convey sewage from the Project Site to the HWRP. Sewer lines that serve the Project Site include an existing 8-inch diameter pipe along Franklin Avenue and a 10-inch diameter pipe along Garfield Place. Correspondence received from the L.A. Sanitation and Environment on July 7, 2020, (see Appendix J.4) concludes that the sewer system that would serve the Proposed Project would be able to accommodate the total flow. The Applicant would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the L.A. Sanitation and Environment (BOS) will re-verify the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. If it is later determined that the local sewer system has insufficient capacity to serve the Proposed Project, the Applicant would be required to replace or build new sewer lines to a

[187] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=t4yrq0jkq_4&_afrLoop=10780400868530458#!, accessed March 2022.*

point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows.

Table 4.32
Proposed Project Estimated Wastewater Demand

Type of Use	Size	Wastewater Generation Rate (gpd/unit) [a]	Total Wastewater Generation (gpd) [c]
Existing Uses (to be removed)			
Auto Service Center	1,808 sf	0.05 gpd/sf	90
Multi-family	4 du	110 gpd/du [b]	440
		Total Existing Wastewater Demand:	**530**
Proposed Project			
Residential Units (41 total)			
Studio	7 du	75 gpd/du	525
One Bedroom	34 du	110 gpd/du	3,740
		Total Project Site Wastewater Generation:	**4,265**
		Less Existing Wastewater Generation:	*(530)*
		Net Wastewater Generation:	**3,735 gpd**
		Wastewater Generation Estimated from BOS:	***6,270 gpd*** [d]

Notes: sf =square feet; du = dwelling units
[a] *Consumption Rates based on City of Los Angeles Department of Public Works, L.A. Sanitation and Environment, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012.*
[b] *Estimates one-bedroom units for existing multi-family to be demolished.*
[c] *Assumes that all water usage for landscaping would be absorbed by landscaping and would not generate wastewater.*
[d] *L.A. Sanitation and Environment, 5600 Franklin Avenue Project – Request for Wastewater Services Information, July 7, 2020 (Appendix J.4 to this SCEA).*
Source: Parker Environmental Consultants, 2020.

Based on the configuration of sewer lines serving the Proposed Project, the Proposed Project's sewer flows would be routed to the lines under Franklin Avenue and Garfield Place. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time, typically lasting a few days to a few weeks. ***Therefore, impacts to sewer capacity and infrastructure would be less than significant.***

Stormwater Drainage Facilities

As described in Section X, Hydrology and Water Quality, the Proposed Project would not result in a significant increase in site runoff or any changes in the local drainage patterns. The Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Proposed Project Site is currently

developed with an auto service center and multi-family residential building. Runoff from the Project Site currently is and would continue to be directed towards existing storm drains in the Project Site vicinity. As stated previously in response to Checklist Question X(a), the Proposed Project shall comply with NPDES requirements and the LID regulations and implement Best Management Practices (BMPs) during the construction and operation of the Proposed Project.

The appropriate design and application of BMPs devices and facilities shall be determined by the Watershed Protection Division of the L.A. Sanitation and Environment, Department of Public Works. Thus, development of the Proposed Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. Therefore, the Proposed Project impacts to stormwater drainage facilities would be considered less than significant.

Electricity Infrastructure

Based on correspondence with LADWP, there is one overhead 4.8-kV circuit along the west, north, and east side of the Project Site. The nearest 34.5-kV circuits are at the intersection of Hollywood Boulevard and Western Avenue.[188] The Proposed Project would require on-site transportation and may require underground line extensions on public streets. The projected increase in electrical demand due to the Proposed Project would not have an adverse impact on its electrical system. Depending on the exact location and size of the requested services (to be determined as site plans are finalized), the Project Applicant may be financially responsible for some infrastructure improvements necessary to serve the Proposed Project (e.g. installation of electric power facilities or service connections or adding a line extension on the public street). New service connections may occasionally result in temporary disruptions in electrical services for existing customers. However, no outages or short outages are anticipated to occur when hooking up the Proposed Project.

Additionally, as discussed in Checklist Question VI(a) Energy, 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 requirement for the Proposed Project would be part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. The LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model. In planning sufficient future resources, the LADWP's Power SLTRP incorporates the estimated power requirement for the Proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs. Based on Appendix A of LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2024-2025 fiscal year (the Proposed Project's buildout year) would be 23,286 GWh of electricity. As such, the Proposed Project's estimated annual usage of 161,834 kWh would be a small fraction of one percent of LADWP's projected sales for 2025. Electricity supplies from LADWP are adequate to serve the

[188] *Los Angeles Department of Water and Power, Water and Electricity Connection Services Request, 5600 Franklin Avenue Project, September 17, 2020 (See Appendix J.5 to this SCEA).*

Proposed Project, and any improvements to existing infrastructure would not be expected to result in any significant secondary environmental effects. ***Therefore, the Proposed Project impacts to local and regional electricity supplies and existing electrical facilities would be less than significant.***

Natural Gas

The SoCalGas manages the pipelines adjacent to the Project Site. If problems/deficiencies were to exist, appropriate actions (e.g. pressure betterments, natural gas supplies) would need to be initiated to solve problems. It is anticipated that the SoCalGas would be able to meet the natural gas demands of the Proposed Project; however, a natural gas survey of equipment would be completed to identify if the current infrastructure would sustain the demand for the Proposed Project. Further, since natural gas supplies vary with time, SoCalGas' ability to accommodate Proposed Project's demand for natural gas supplies can only be evaluated when the Proposed Project is approved.

Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Proposed Project would not require extensive infrastructure improvements to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Proposed Project. The Proposed Project would, however, require local infrastructure improvements to connect to the existing infrastructure serving the Project area. "Hooking-up" disruptions cannot be determined until the actual natural gas demand is known. However, impacts associated with utility upgrades or additional connections would be temporary in nature and would not require new supply facilities.

As estimated above in Checklist Question VI(a), Energy, the Proposed Project's net natural gas demands are estimated to result in a decrease of approximately 164,945 cubic feet (cf) per year. Therefore, the Proposed Project's decrease in natural gas usage would be well within the SoCalGas' existing natural gas storage capacity of 137 billion cubic feet as of 2021. The operation of the Proposed Project would not result in the increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities. ***Therefore, the Proposed Project would result in a less than significant impact to natural gas infrastructure capacity.***

Telecommunications

The Project Site is currently served by existing telecommunications services that exist within in the immediate Project Site vicinity. Telecommunication services would continue to be provided to the Project Site based on demand. Construction and operation of the Proposed Project would not necessitate the construction of off-site telecommunication facilities that would have the potential to cause significant environmental impacts. ***As such, Proposed Project impacts to telecommunication facilities would be less than significant.***

Regulatory Compliance Measures:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

RCM-PU-1 **Water Connection.** As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.

RCM-PU-2 **Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RCM-PU-3 **Water.** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

RCM-PU-4 **Water.** The Project is required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

b) Would the project 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. The determination of whether the Proposed Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan

Area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2020 Urban Water Management Plan (UWMP), which estimates future demand based on population and growth estimated reported in SCAG's RTP/SCS, projects a total water demand and supply of 565,751 AFY in 2045. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2020 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table 4.31, the Proposed Project's net increase in water demand would be approximately 59,050 gallons per day. Through the 2020 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2045, with implementation of conservation strategies and proper supply management. Accordingly, the Proposed Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2020 UWMP. Thus, the Proposed Project would have a less-than-significant impact on water demand.

In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low-flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184,248, Los Angeles Ordinance No. 184,692, the 2017 Los Angeles Plumbing Code, the 2019 California Green Building Standards Code (CALGreen), and the 2020 Los Angeles Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170,978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water loss in the cooler months and during the rainy season).

The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181,288 (Emergency Water Conservation Plan) imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. ***Compliance with the regulatory compliance***

measures identified above would ensure the Proposed Project's demands for potable water resources are 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 project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. ***As stated in Checklist Question XIX(b), above, the sewage flow will ultimately be conveyed to the Hyperion Water Reclamation Plant (HWRP), which has sufficient capacity for the Proposed Project.[189] Therefore, impacts would be 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 may 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 Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the L.A. Sanitation and Environment provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill.

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[189] *City of Los Angeles Department of Public Works, L.A. Sanitation and Environment, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=8yp6ycfzn_1&_afrLoop=251262784499897&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D251262784499897%26_afrWindowMode%3D0%26_adf.ctrl-state%3D8yp6ycfzn_5, accessed March 2022.*

State law (AB 341) currently requires at least 50% solid waste diversion and establishes a state-wide goal of not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. As of 2012, the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[190] Under the City's RENEW LA Plan, adopted in February 2006, the City committed to reaching Zero Waste. The goal of Zero Waste as defined by the RENEW LA Plan is to reduce, reuse, recycle, or convert the resources currently going to disposal so as to achieve an overall diversion rate of 90 percent or more by the year 2025 and becoming a Zero Waste city by 2030.[191]

In order to meet the above state requirements and local solid waste diversion goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards. Pursuant to Chapter VI, Article 6, Section 66.32 of the LAMC, the Proposed Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the L.A. Sanitation and Environment, formerly called the Bureau of Sanitation.

The Project Site is located within the North East Commercial Waste Franchise Zone, which is serviced under contract to Universal Waste Systems, Inc. Under the existing contract, the service provider is required to deliver all solid waste resources collected to the following certified facilities:

- Central Los Angeles Recycling and Transfer Station (CLARTS), located at 2201 E. Washington Boulevard, Los Angeles, CA 90021;
- 24th Street Transfer Station, located at 2460 E. 24th St, Los Angeles, CA 90058; and

[190] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013, website: https://www.dropbox.com/s/g68cssgk4rljgdf/BOS%20Zero%20Waste%20Progress%20Report_March%202013.pdf?dl=0, accessed March 2022.*

[191] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015, website: https://www.lacitysan.org/san/sandocview?docname=cnt012522, accessed March 2022.*

- Chiquita Canyon Landfill, located at 29201 Henry Mayo Drive, Castaic 91384. [192]

All solid waste would be disposed onto the two recycling and transfer facilities. Then all trash and non-recyclables materials are transferred to the Chiquita Canyon Landfill, which accepts non-recyclable waste. The Chiquita Canyon Landfill is operated by the County and has a remaining capacity of 57.0 million tons. The Chiquita Canyon Landfill has an estimated remaining life of 28 years. The maximum tonnage of any combination of solid waste and other materials received by the facility for processing, beneficial use materials (including composting) and disposal shall not exceed 12,000 tons on any given day, provided the monthly tonnage capacity shall not be exceeded.[193] In 2019, the Chiquita Canyon Landfill had an average disposal intake of 5,525 tons per day.[194]

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The Proposed Project would include 63,733 square feet of gross building floor area. Based on the construction of the new floor area calculations provided in Table 4.33, below, it is estimated that the construction of the Proposed Project would generate approximately 609 tons of debris during the demolition and construction process, plus an additional 8,500 cubic yards of soil export during the grading and excavation phase. All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris from the Project Site that cannot be recycled or diverted would be hauled to the Chiquita Canyon Landfill, which accepts construction waste and yard waste from areas within the County of Los Angeles. The Chiquita Canyon Landfill is located approximately 33.3 miles northwest of the Project Site. Soil export debris would be hauled to the Azusa Land Reclamation, which accepts inert solid waste. Azusa Land Reclamation is located approximately 28 miles east of the Project Site. For recycling efforts, American Reclamation facility accepts construction and demolition waste for recycling and is located approximately 6 miles northeast of the Project Site (approximately 12 miles round trip). Under the requirements of the hauler's AB 939 Compliance

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[192] *City of Los Angeles, Personal Services Contract Between The City of Los Angeles and Universal Waste Systems, Inc., for Exclusive Franchise to Provide Collection, Transfer, Processing, and Disposal Services for Solid Resources to Commercial Establishments and Applicable Multifamily Establishments in the North East Zone, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlaf/s-lsh-wwd-s-zwlaf-au/s-lsh-wwd-s-zwlaf-au-a?_adf.ctrl-state=8yp6ycfzn_239&_afrLoop=251452517719784&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D251452517719784%26_afrWindowMode%3D0%26_adf.ctrl-state%3D8yp6ycfzn_243, accessed March 2022.*

[193] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020 (at page 60), website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed March 2022.*

[194] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020 (at page 60), website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed March 2022.*

Permit from the L.A. Sanitation and Environment, all construction debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

Table 4.33
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate [a]	Generated Waste (tons)
Demolition			
Commercial/Residential	6,056 sf	155 lbs/sf	469
Construction			
Residential (41 dwelling units)	47,240 sf	4.39 lbs/sf	104
Parking Garage	16,493 sf	4.34 lbs/sf	36
		Total Debris:	**609**

Notes: sf= square feet
[a] *United States Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, 2003.*
Source: Parker Environmental Consultants, 2022.

As shown in Table 4.34, Estimated Operational Solid Waste Generation, the Proposed Project's net additional generation during operation of the Proposed Project would be 444 pounds per day (or approximately 81 tons per year), which is well within area landfills' capacity. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services.

Table 4.34
Expected Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Uses (to be removed)			
Multi-Family Residential	4 du	12.23 lbs/du/day	49
Auto Service Center	1,808 sf	0.005 lbs/sf/day	9
		Total Existing Solid Waste Generation:	**58**
Proposed Project			
Multi-Family Residential	41 du	12.23 lbs/du/day	502
		Total Project Solid Waste Generation:	**502**
		Less Existing Solid Waste Generation:	*(58)*
		NET TOTAL Solid Waste Generation:	**444**

Notes: sf = square feet; lbs = pounds; du = dwelling unit
[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
Source: Parker Environmental Consultants, 2022.

Implementation of the following code compliance measures would further reduce the Proposed Project's impacts on solid waste generation. In compliance with the LAMC, the Proposed Project shall provide readily accessible recycling areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant would salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an AB 939 Compliance Permit from the City's L.A. Sanitation and Environment. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341. ***The amount of solid waste generated by the Proposed Project is within the available capacities of area landfills, and the Proposed Project's impacts to regional landfill capacity would be less than significant.***

Regulatory Compliance Measures:

The following Regulatory Compliance Measures are required in conjunction with the Project.

RCM-PU-5 **Solid Waste Recycling - Construction/Demolition.** In compliance with LAMC Section 66.32.1, the Project shall incorporate the following:

- Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

RCM-PU-6 **Solid Waste Recycling – Operational.** In compliance with LAMC Section 66.32 and AB 341, the Project shall incorporate the following:

- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-

based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Proposed Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Proposed Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Additionally, the Proposed Project would generate solid waste that is typical of multi-family development. ***Since the Proposed Project would comply with federal, State, and local statutes and regulations related to solid waste, impacts would be less than significant.***

<u>Cumulative Impacts</u>

Water Demand

Less Than Significant Impact. Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2020 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. As discussed in Checklist Question XIV(a), Population and Housing, the Proposed Project contributes to population and housing growth in the City of Los Angeles area would be consistent with SCAG's growth projections for the City of Los Angeles. ***As such, the additional water demands generated by the Proposed Project are accounted for in the 2020 UWMP, and cumulative impacts on water supply would be less than significant.***

Wastewater

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity.

Local Wastewater Generation

Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the Proposed Project would require approval from L.A. Sanitation and Environment, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. ***Locally, the Proposed Project would not be cumulatively considerable.***

Regional Wastewater Generation

The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. Future wastewater flows are expected to increase due to growth in population as well as commercial, and industrial activity. The 2020 UWMP, in conjunction with SCAG census data, projects a growth of an additional 765,112 people within the City by 2045. The population is expected to continue to grow over the next 25 years at a rate of 0.5 percent annually. This represents a reduction to the historical 1 percent annual growth rate that occurred between 1980 and 2010. Population growth is expected to lead to an increase in commercial and industrial activity, likely resulting in an increase in wastewater flows in the City's service area. In general, the UWMP states that dry weather wastewater influent flow projections for the wastewater reclamation plants are expected to increase by 20 percent over the next 25 years. As shown in Table 4.35 below, the combined flow of all four wastewater reclamation plants is projected to increase from roughly 328 million gallons per day (mgd) in 2016 to 376 mgd in 2040, representing an approximate increase in 13 percent by 2040.

Table 4.35
Projected Wastewater Flows - Wastewater Facilities Plan One Water LA 2040 Plan

Water Reclamation Plant (WRP)	Projected Annual Average Wastewater Flows by Year (mgd) [a, b, c]			
	2016	**2020**	**2030**	**2040**
Hyperion	250	256	275	283
Donald C. Tillman	47	46	51	53
Los Angeles - Glendale	17	21	22	22
Terminal Island	14	16	18	18
Total	**328**	**339**	**366**	**376**

Notes:
[a] *Flows are rounded to the nearest mgd.*
[b] *Low flow diversions are assumed to be implemented starting in year 2030.*
[c] *mgd = million gallons per day.*
Source: One Water LA 2040 Volume 2 – Wastewater Facilities Plan, January 2018, at page ES-8.

However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. ***As such, cumulative impacts with respect to wastewater demand would be less than significant.***

Solid Waste

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Based on the 2019 Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the countywide cumulative need for Class III landfill disposal capacity of approximately 154.3 million tons in the horizon year 2032 will exceed the 2019 remaining permitted Class III landfill capacity of 148.4 million tons.[195] However, solutions to resolve the regional solid waste disposal needs beyond 2032 are continuously being investigated at the State, regional, and local levels. Reliance on existing permitted in-County landfill capacity along is insufficient in meeting the County's long-term disposal needs. In order to maintain adequate disposal capacity, individual jurisdictions within the Los Angeles County must continue and pursue all of the following strategies: maximize waste reduction and recycling; study, promote, and develop alternative technologies; expand transfer and processing infrastructure; and out-of-county disposal (including waste-by-rail). By incorporating these strategies, the County may further ensure adequate disposal capacity is available throughout the 15-year planning period. Thus, cumulative impacts with respect to regional solid waste impacts would be less than significant.

The City of Los Angeles Solid Waste Integrated Resources Plan sets forth strategies that would provide adequate landfill capacity through 2032 to accommodate anticipated growth. The L.A. Sanitation and Environment has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As of 2012, the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[196] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling, and composting programs have been implemented. These programs include Green Mulching and Composting workshops, back yard trimming recycling cans, the City-owned Central Los Angeles

[195] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020, website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed March 2022.*

[196] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013, website: https://www.dropbox.com/s/g68cssgk4rljgdf/BOS%20Zero%20Waste%20Progress%20Report_March%202013.pdf?dl=0, accessed March 2022.*

Refuse Transfer Station (CLARTS), and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030.

Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as the City increases waste diversion rates in accordance with City goals. Moreover, as with the Proposed Project, other related projects would are required to participate in regional source reduction and recycling programs significantly reducing the amount of solid waste deposited in area landfills. ***Therefore, the Proposed Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.***

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

IMPACT ANALYSIS

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

c) Would the Project 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?

d) Would the Project 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?

Responses a through d:

No Impact. A potential significant impact upon wildfire hazards could occur if the Project Site were to be located on State responsibility areas or lands classified as very high fire hazard severity zones. Lands subject to this provision have been designated by the City of Los Angeles Fire Department (LAFD) pursuant to Government Code 51178 that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone (VHFHSZ) was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The Project Site is located in an urbanized area within the City of Los Angeles with no natural vegetation. The Project Site is improved with an auto service center and multi-family residential building. There are no State responsibility areas or lands classified as Very High Fire Hazard Severity Zones on or near the Project Site.[197] ***Therefore, these checklist questions are not applicable to the Proposed Project, and no impact would occur.***

[197] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed March 2022.*

XXI. 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?	☐	☐	☐	☒
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)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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?

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a highly urbanized area, development of the Proposed Project would result in a less than significant impact to biological and cultural resources with adherence to regulatory compliance measures and implementation of mitigation measures. ***The Proposed Project would not substantially 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, no impact would occur.***

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. A significant impact may occur if the Proposed Project, in conjunction with the other 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, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use/planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire would be less than significant. ***As such, the Proposed Project's contribution to cumulative impacts would be less than significant.***

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. ***Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified within this SCEA analysis.***

Section 5. Mitigation Monitoring Program

5.1 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 Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Proposed 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 proposed Main Street Tower Project (Proposed Project). The evaluation of the Project's impacts in the SCEA takes into consideration the project design features (PDF), regulatory compliance measures (RCM), and applies mitigation measures (MM) as necessary to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs, RCMs, and MMs identified for the Proposed Project.

5.2 PURPOSE

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the SCEA;
2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

5.3 ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Proposed 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 Proposed 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.

5.4 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Proposed Project. The Applicant shall be responsible for implementing each PDF, RCM, 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, RCM, and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of 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, RCMs, and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to report to the Enforcement Agency of any non-compliance with the PDFs, RCMs, and MMs 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.

5.5 PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Proposed Project shall be in substantial conformance with the PDFs, RCMs, and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs, RCMs, and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF, RCM, 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 an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs, RCMs, or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF, RCM, or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF, RCM, 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, RCM, or MM shall not, in and of itself, require a modification to any Proposed Project discretionary approval unless the Director of Planning also finds that the change to the PDF, RCM, or MM results in a substantial change to the Proposed Project or the non-environmental conditions of approval.

5.6 MITIGATION MONITORING PROGRAM

A. Aesthetics

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Regulatory Compliance Measures

RCM-AES-1 Signage on Construction Barriers

- Pursuant to LAMC Section 14.4.17 requires that the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley. The City also requires the Applicant to affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: “POST NO BILLS.” Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier. The Applicant is responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 24 hours of occurrence.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Features

PDF-AES-1 Construction Barrier

- The Project shall install temporary fencing around the perimeter of the Project Site for security purposes and to block views of the Project Site from the pedestrian level. The Applicant shall ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of unauthorized signs, trash, graffiti, etc.) throughout the duration of construction.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

B. Air Quality

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Regulatory Compliance Measures

RCM-AQ-1 Site Clearing, Grading and Construction Activities

- Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-2: The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-3: In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-4: In accordance with Section 93115 in Title 17 of the California Code of Regulations,

operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-5: The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-6: The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-7: The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

RCM-AQ-8: New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during field inspection

- **Action Indicating Compliance:** Field inspection sign-off

Project Design Features

No Project Design Features are required for the Proposed Project.

C. Biological Resources

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Regulatory Compliance Measures

RCM-BIO-1 **Habitat Modification (Nesting Native Birds).** Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. For the purposes of carrying out the Project's biological regulatory compliance measures a "qualified biologist" must at minimum meet the Los Angeles County Department of Regional Planning's minimum qualifications for a Tier 2 biological consultant and will at the time that the biologist performs Project activities be listed as a Certified Biological Consultant by the Los Angeles County Department of Regional Planning. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within

300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The Applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

- **Enforcement Agency:** California Department of Fish and Wildlife
- **Monitoring Agency:** Urban Forestry Division of the Bureau of Street Services, Department of City Planning
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Prior to issuance of demolition or grading permit; Ongoing during earthwork and grading activities
- **Action Indicating Compliance:** Issuance of demolition or grading permit; Field inspection sign-off

Project Design Features

No Project Design Features were identified for the Proposed Project.

D. Cultural Resources

Mitigation Measures

MM-CR-1 (Archaeological Resources) The Project Applicant shall retain an archaeological 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 Secretary of Interior's Professional Qualification Standards.

If any suspected archaeological objects or artifacts are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-1. In the event any suspected human remains are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-2.

In the event any suspected Tribal Cultural Resources are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-TRC-1, which

includes stopping all work in the area of the discovery and contacting all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during earthwork and grading activities
- **Action Indicating Compliance:** Field inspection sign-off.

Regulatory Compliance Measures

RCM-CR-1 **Archaeological.** In the event that cultural resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the Proposed Project, all construction work occurring in the vicinity of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance and nature of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing or data recovery may be warranted.

- **Enforcement Agency:** Department of City Planning, Department of Building and Safety
- **Monitoring Agency:** Department of City Planning, Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of demolition or grading permit; Ongoing during earthwork and grading activities
- **Action Indicating Compliance:** Issuance of demolition or grading permit; Field inspection sign-off

RCM-CR-2 (**Human Remains).** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
  1104 N. Mission Road
  Los Angeles, CA 90033
  (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of demolition or grading permit; Ongoing during earthwork and grading activities
- **Action Indicating Compliance:** Issuance of demolition or grading permit; Field inspection sign-off

Project Design Features

No Project Design Features were identified for the Proposed Project.

E. Geology and Soils

Mitigation Measures

No mitigation measures were required for the Proposed Project.

Regulatory Compliance Measures

RCM-GEO-1 **Geology (Erosion/Grading/Short-Term Construction Impacts).** The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permit.
- **Action Indicating Compliance:** Issuance of grading permit; Field inspection sign-off

RCM-GEO-2 **Geology (Erosion/Grading/Short-Term Construction Impacts).** Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of

Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following:

- Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permit.
- **Action Indicating Compliance:** Issuance of grading permit; Field inspection sign-off

RCM-GEO-3 **Paleontological.** Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

- The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning, Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permit.
- **Action Indicating Compliance:** Issuance of grading permit; Field inspection sign-off

Project Design Features

No project design features are identified for the Proposed Project.

F. Greenhouse Gas Emissions

Mitigation Measures

No mitigation measures were required for the Proposed Project.

Regulatory Compliance Measures

RCM-GHG-1 The Project must meet Title 24 2022 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the multi-family dwelling units.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Issuance of building permit (Pre-Construction); field inspection sign-off (Construction)

RCM-GHG-2 The Project is subject to construction and demolition waste recycling of at least 65 percent, per Section 4.408.1 of Title 24 Part 11, California Green Building Standards Code (CALGreen). In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Issuance of building permit (Pre-Construction); field inspection sign-off (Construction)

RCM-GHG-3 As mandated by the LA Green Building Code, the Project is required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Issuance of building permit (Pre-Construction); field inspection sign-off (Construction)

RCM-GHG-4 The Project must comply with the electric vehicle ready and electric vehicle charging requirements set forth in Ordinance No. 186,485.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Issuance of building permit (Pre-Construction); field inspection sign-off (Construction)

RCM-GHG-5 Greenhouse Gas Emissions (Green Building Code): In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Issuance of building permit (Pre-Construction); field inspection sign-off (Construction)

RCM-GHG-6 The Project shall comply with City Ordinance No. 184,248 (effective June 2016) amended provisions of Articles 4 and 9 of Chapter IX of the LAMC which establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage.

Indoor Water Use. Pursuant to Section 99.04.303.4 of the LAMC, a 20% reduction in the overall use of potable water within a building shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the Los Angeles Building Standards.

Outdoor Water Use. Pursuant to Section 99.04.304.1, a water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent. Additionally, in new residential construction or building addition or alteration over 500 square feet of cumulative landscaped area, install irrigation controllers and sensors which include the criteria specified in Section 99.04.304.2 and meet manufacturer's recommendations. Furthermore, outdoor water metering, swimming pool covers, and exterior faucets are regulated under the LAMC Section 99.04.304 for outdoor water usage.

- **Enforcement Agency:** Department of Building and Safety

- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Issuance of building permit (Pre-Construction); field inspection sign-off (Construction)

Project Design Features

No project design features are identified for the Proposed Project.

G. Hazards and Hazardous Materials

Mitigation Measures

MM-HAZ-1 **Soil/Groundwater Monitoring and Remediation.** Prior to construction of the Project's building foundations, the Applicant shall complete the Path to Closure Plan to the satisfaction of the Regional Water Quality Control Board (Case No. 900280216). The case closure shall indicate that the site is suitable for redevelopment with residential uses.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board
- **Monitoring Agency:** Los Angeles Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Pre-Construction, After Grading and Excavation
- **Monitoring Frequency:** Once after issuance of Path to Closure
- **Action Indicating Compliance:** Case closure by the Los Angeles Regional Water Quality Control Board (Case No. 900280216).

MM-HAZ-2 **Construction Activity Near Schools**

- The Applicant and contractors shall maintain ongoing contact with the administrator of Immaculate Heart High School and Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The Applicant shall obtain school walk and bus routes to the schools from the administrators and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on Franklin Avenue and Western Avenue, adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on Franklin Avenue and Western Avenue, adjacent to the school, during school hours.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Building and Safety permit signoff

Regulatory Compliance Measures

No regulatory compliance measures are identified for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

H. Hydrology and Water Quality

Mitigation Measures

No mitigation measures were required for the Proposed Project.

Regulatory Compliance Measures

RCM-HYD-1 **National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection

- **Action Indicating Compliance:** Building and Safety permit signoff

RCM-HYD-2 **Stormwater Pollution (Demolition, Grading, and Construction Activities).** Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.

- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Building and Safety permit signoff

RCM-HYD-3 **Standard Urban Stormwater Mitigation Plan.** Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Building and Safety permit signoff

RCM-HYD-4 **Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Enforcement Agency:** Department of Building and Safety

- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Building and Safety permit signoff

RCM-HYD-5 **Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan check; Ongoing during field inspection
- **Action Indicating Compliance:** Building and Safety permit signoff

Project Design Features

No project design features are identified for the Proposed Project.

I. Noise

Mitigation Measures

Increased Noise Levels (Demolition, Grading, and Construction Activities)

MM-N-1 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-2 The project contractor(s) shall employ noise minimization strategies when using mechanized construction equipment. To the maximum extent practical, demolition and construction activities shall be scheduled and coordinated so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Construction equipment shall not idle when not in use. The contractor shall place noise construction equipment as far from the Project Site edges as practicable.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices to the extent available and feasible. The noise mufflers shall be consistent with manufacturers' standards and be equipped with all construction equipment, fixed or mobile.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 15 dBA reduction in sound level. Localized and portable sound enclosures shall be used to further significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-5 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-6 The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners and residences a minimum of two weeks prior to commencement of construction.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

Regulatory Compliance Measures

RCM-N-1 The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

RCM-N-2 The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Features

No project design features are identified for the Proposed Project.

J. Public Services

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Regulatory Compliance Measures

RCM-PS-1 **Public Services (LAFD).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of building permit
- **Action Indicating Compliance:** Sign-off on LAFD reviewed diagrams; issuance of building permit

RCM-PS-2 **Public Services (Schools).** The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

- **Enforcement Agency:** Los Angeles Unified School District
- **Monitoring Agency:** Los Angeles Unified School District
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit

RCM-PS-3 **Recreation (Increased Demand for Parks or Recreational Facilities).** Pursuant to Sections 12.33 and/or 17.12 of the Los Angeles Municipal Code, the Project Applicant shall pay the applicable Quimby fees for construction of dwelling units.

- **Enforcement Agency:** Department of Recreation and Parks
- **Monitoring Agency:** Department of City Planning, Department of Recreation and Parks
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of building permit

- **Action Indicating Compliance:** Issuance of building permit

Project Design Features

PDF-PS-1 **Public Services (Police – Demolition / Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Police Department, Department of City Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of building permit
- **Action Indicating Compliance:** Sign-off on LAPD reviewed diagrams; issuance of building permit

PDF-PS-2 **Public Services (Police – Operation).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to: surveillance cameras, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed.

- **Enforcement Agency:** Los Angeles Police Department, Department of City Planning
- **Monitoring Agency:** Los Angeles Police Department, Department of City Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of building permit
- **Action Indicating Compliance:** Sign-off on LAPD reviewed diagrams; issuance of building permit

K. Transportation

Mitigation Measures

No mitigation measures are required fort the Proposed Project.

Regulatory Compliance Measures

No regulatory compliance measures are identified for the Proposed Project.

Project Design Features

PDF T-1 **Construction Management Plan**

A detailed Construction Management Plan, including street closure information, detour plans, haul routes, and staging plans, would be prepared and submitted to LADOT for review and

approval. 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 should include the following elements as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls (i.e., flag persons) during all construction activities adjacent to public rights-of-way to ensure traffic safety on public roadways. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Prohibition of construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.

- **Enforcement Agency:** Department of Transportation
- **Monitoring Agency:** Department of Transportation
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of demolition, grading or building permit; Periodic field inspections during construction
- **Action Indicating Compliance:** Approval of Construction Traffic Control/Management Plan by Los Angeles Department of Transportation prior to issuance of demolition, grading or building permit (Pre-Construction); compliance certification report submitted by Project contractor (Construction)

L. Tribal Cultural Resources

Mitigation Measures

MM-TCR-1 (Tribal Cultural Resources) The Project Applicant shall retain an archaeological 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 Secretary of Interior's Professional Qualification Standards.

If any suspected archaeological objects or artifacts are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-1. In the event any suspected human remains are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-CR-2.

In the event any suspected Tribal Cultural Resources are encountered during the course of any ground disturbance activities, the Project permitee shall follow the process set forth in the City's regulatory compliance measure RCM-TRC-1, which includes stopping all work in the area of the discovery and contacting all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Ongoing during earthwork and grading activities
- **Action Indicating Compliance:** Field inspection sign-off.

Regulatory Compliance Measures

RCM-TCR-1: If objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the project; (2) and the Department of City Planning.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe’s recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe’s recommendations are reasonable and feasible.

- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once prior to issuance of building permit (Pre-Construction); ongoing during field inspection (Construction)
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

Project Design Features

No Project Design Features are identified for the Proposed Project.

M. Utilities and Service Systems

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Regulatory Compliance Measures

RCM-PU-1 **Water Connection.** As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water

infrastructure can supply the domestic needs of the Project during the construction and operation phase.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

RCM-PU-2 **Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

RCM-PU-3 **Water.** The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

RCM-PU-4 **Water.** The Proposed Project is required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

RCM-PU-5 **Solid Waste Recycling - Construction/Demolition.** In compliance with LAMC Section 66.32.1, the Project shall incorporate the following:

- Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

RCM-PU-6 **Solid Waste Recycling – Operational.** In compliance with LAMC Section 66.32 and AB 341, the Project shall incorporate the following:

- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project’s regular solid waste disposal program.

- **Enforcement Agency:** Department of City Planning
- **Monitoring Agency:** Department of City Planning
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Once prior to issuance of building permit
- **Action Indicating Compliance:** Issuance of building permit; Field inspection sign-off

Project Design Features

No project design features are identified for the Proposed Project.

N. Mandatory Findings of Significance

See above mitigation measures, regulatory compliance measures, and project design features.

Section 6. Preparers and Persons Consulted

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7. References, Acronyms, and Abbreviations

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2. Acronyms and Abbreviations

AB	Assembly Bill
ACM	Asbestos-containing materials
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
BOS	Bureau of Sanitation
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CBC	California Building Code (2007)
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
Cf	Cubic feet
CGS	California Geological Survey
CH_4	Methane
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
CPA	Community Plan Area
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CREC	Controlled Recognized Environmental Condition
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
DHS	California Department of Health and Services
DWP	Department of Water and Power
du	dwelling unit
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas

gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HREC	Historic Recognized Environmental Condition
HSA	Hyperion Service Area
HVAC	Heating, Ventilation and Air Conditioning
HWRP	Hyperion Water Reclamation Plant
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
kWh	kilowatt-hours
LAAFP	Los Angeles Aqueduct Filtration Plant
LABC	City of Los Angeles Building Code
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LDC	Land Development Category
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
MWD	Metropolitan Water District
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OPR	Office of Planning and Research
PFC	perfluorocarbons

PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission
RCP	Regional Comprehensive Plan
REC	Recognized Environmental Condition
RMS	Root Mean Square
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAR	Service Advisory Request
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SOx	sulfur oxides
SoCalGas	Southern California Gas Company
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWQDv	Stormwater Quality Design Volume
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCM	transportation control measures
TDM	Transportation Demand Management
TOD	Transit Oriented District
US-101	Hollywood Freeway
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VdB	Velocity in Decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

WHO	World Health Organization
WSA	Water Supply Assessment
ZIMAS	Zoning Information and Map Access System