

## ATTACHMENT F(B)

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

As a new multi-family residential project to be developed at an urban infill site that directly fronts a Southern California Association of Government (SCAG)-identified high quality transit corridor and within a SCAG-identified High Quality Transit Area (as well as Transit Priority Area [TPA]), the most relevant prior Environmental Impact Report (EIR) for the Project is the SCAG 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program EIR (PEIR), which was adopted in September 2020. The SCAG 2020 RTP/SCS PEIR was prepared to evaluate the potential environmental impacts of the proposed 2020 RTP/SCS. As part of that PEIR, mitigation measures were included that would reduce potentially significant impacts identified in the PEIR. The complete list of the mitigation measures identified in the PEIR is included in Exhibit A, Mitigation Monitoring and Reporting Program (MMRP), of the Final PEIR.<sup>1</sup> The PEIR’s MMRP includes various mitigation measures, both at the regional level that would be implemented by SCAG and at the project level that would be implemented by the lead agency. Regional mitigation measures would be implemented by SCAG (marked as SMM in the MMRP) and are therefore not discussed in this table. This table focuses on the Project’s consistency with the MMRP’s project-level mitigation measures (marked as PMM in the MMRP). All mitigation measures referenced herein that would be incorporated into the Project would be enforceable through the Project entitlements as Project Measures (PMs).

Impact	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Project Consistency
<b>Aesthetics (AES)</b>		
<b>AES-1:</b> Potential to have a substantial adverse effect on a scenic vista.	<b>PMM AES-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:  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>No mitigation applies.</b> This mitigation measure does not apply to the Project as Public Resources Code (PRC) Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment” for purposes of CEQA. “Transit priority area” means an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a “major transit stop” as a

<sup>1</sup> Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Exhibit A: Mitigation Monitoring and Reporting Program, adopted September 2020. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a\\_connectsocial\\_peir\\_revisedmmp.pdf?1606004474](https://scag.ca.gov/sites/main/files/file-attachments/exhibit-a_connectsocial_peir_revisedmmp.pdf?1606004474). Accessed September 16, 2020.

	<ul style="list-style-type: none"> <li>b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>e) Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>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.</li> <li>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,</li> <li>h) Use see-through safety barrier designs (e.g. railings rather than walls).</li> </ul>	<p>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. As described in this exemption document under the criterion identified by PRC § 21155(b)(3), and as confirmed by the City of Los Angeles, the Project Site is located within one-half mile of a major transit stop, and is therefore located within a transit priority area.<sup>2</sup></p> <p>The Project is a mixed-use residential project located on an infill development site within a transit priority area, and therefore meets these criteria. Accordingly, the Project’s potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Notwithstanding, the Project will include the following Project measures (PMs), which would be consistent with the measures identified by MM-AES-1(b):</p> <p><b>PM-AES-1:</b> Prior to the issuance of a grading permit, the Applicant shall submit a Landscape Plan, prepared by a state-licensed landscape architect, demonstrating all street trees in the public right-of-way meet the requirements of the current Street Tree Division Standards.</p> <p><b>PM-AES-2:</b> All open areas not used for buildings, driveways, parking areas, recreational facilities, or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect.</p>
<p><b>AES-2:</b> Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b> As described above, PRC Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under <b>AES-1</b>, the Project meets these</p>

<sup>2</sup> City of Los Angeles Zoning Information Map Access System (“ZIMAS”) Parcel Profile Reports for City of Los Angeles, ZIMAS, 2020. Parcel information for 4301-4311 Sunset Boulevard and 4300-4314 Effie Street (Assessor Parcel Numbers 5429-007 -006, -009, -010, -011, and -012). The intersection of Sanborn Avenue/Santa Monica Boulevard/Sunset Boulevard, located approximately 0.23 mile from the Project Site, qualifies as a major transit stop because multiple bus routes with 15 minute headways or less during peak hours (Metro Local 2/302, Metro Local 4, and Metro Rapid 704) intersect at this location.

buildings within a state scenic highway		statutory criteria. Moreover, the Project Site is located approximately 1.15 miles from the U.S. Route 101, which is not designated as a state scenic highway. <sup>3</sup>
<p><b>AES-3:</b> Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.</p>	<p><b>PMM AES-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> <li>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.</li> <li>d) Design projects consistent with design guidelines of applicable general plans.</li> <li>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.</li> <li>f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> <li>— use transparent panels to preserve views where sound walls would block views from residences;</li> <li>— use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; and</li> </ul> </li> </ul>	<p><b>No mitigation applies.</b> As described above, PRC Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under <b>AES-1</b>, the Project meets these statutory criteria.</p> <p>Notwithstanding, the Project will include the following measures, which would be consistent with the measures identified by MM-AES-3(b):</p> <p><b>PM-AES-1 and PM-AES-2:</b> See above.</p> <p><b>PM-AES-3:</b> Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.</p>

<sup>3</sup> California Department of Transportation (Caltrans), California State Scenic Highway System Map. 2020. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>. Accessed December 12, 2020.

	<ul style="list-style-type: none"> <li>— construct sound walls of materials whose color and texture complements the surrounding landscape and development.</li> <li>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.</li> </ul>	
<p><b>AES-4:</b> Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p><b>PMM AES-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> <li>c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> <li>e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> <li>f) Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li>h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> <li>i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	<p><b>No mitigation applies.</b> As described above, PRC Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under <b>AES-1</b>, the Project meets these statutory criteria.</p> <p>Notwithstanding, the Project will include the following Project measures, which would be consistent with the measures identified by MM-AES-4(b):</p> <p><b>PM-AES-4:</b> Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.</p> <p><b>PM-AES-5:</b> The exterior of the proposed structures shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.</p>
<p><b>Agricultural and Forestry Resources (AG)</b></p>		

<p><b>AG-1:</b> Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.</p>	<p><b>PMM AG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> <li>c) Maintain and expand agricultural land protections such as urban growth boundaries.</li> <li>d) Provide for mitigation fees to support a mitigation bank<sup>4</sup> that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> <li>f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</li> </ul>	<p><b>No mitigation applies.</b> This mitigation measure does not apply to the Project as no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists on or in the vicinity of the Project Site,<sup>5</sup> nor does any farming or agricultural activity exist on or in the vicinity of the Project Site.</p>
<p><b>AG-2:</b> Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.</p>	<p><b>PMM AG-2:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> </ul>	<p><b>No mitigation applies.</b> The Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act contracts in effect for the Project Site.<sup>6</sup> The Project Site is located in an urbanized area of the City and is currently improved with a motel, a vacant auto shop, one single-family residence, and two duplex residences (representing a total of five existing dwelling units). Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>

<sup>4</sup> The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website. California Department of Fish and Wildlife, Banking. Available at: <https://www.wildlife.ca.gov/Conservation/Planning/Banking>. Accessed June 25, 2020.

<sup>5</sup> California Department of Conservation, Farmland Mapping & Monitoring Program, California Important Farmland: 1984-2018, available at <https://maps.conservation.ca.gov/dlrp/ciftimeseries/>, accessed October 29, 2020 Available at: <https://www.conservation.ca.gov/dlrp/fmmp>.

<sup>6</sup> California Department of Conservation, The Williamson Act Status Report, 2017. Available at: [https://www.conservation.ca.gov/dlrp/wa/Documents/stats\\_reports/2018%20WA%20Status%20Report.pdf](https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf), accessed June 26, 2020.

	<p>b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</p>	
<p><b>AG-3:</b> Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).</p>	<p><b>PMM AG-3:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.</p>	<p><b>No mitigation applies.</b> The Project Site and surrounding vicinity are not zoned for forest land, timberland, or timberland zoned Timberland Production. The Project Site is located in an urbanized area of the City and is currently improved with a motel, a vacant auto shop, one single-family residence, and two duplex residences (representing a total of five existing dwelling units).</p>
<p><b>AG-4:</b> Potential to result in the loss of forest land or conversion of forest land to non-forest use.</p>	<p><u>PMM AG-3 and MM-GHG-1. See above and below.</u></p>	<p><b>No mitigation applies.</b> The Project Site does not include forest land; therefore, no forest land will be lost or converted to non-forest uses. The Project Site is located in an urbanized area of the City and is currently improved with a motel, a vacant auto shop, one single-family residence, and two duplex residences (representing a total of five existing dwelling units). Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project. See discussion under <b>PMM-AG-3</b> and <b>PMM-GHG-1</b> for discussion of the Project's consistency with those mitigation measures.</p>
<p><b>AG-5:</b> Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.</p>	<p><u>PMM AG-2 and PMM GHG-1. See above and below.</u></p> <p><b>PMM AG-4:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</p>	<p><b>No mitigation applies.</b> Since the Project Site is currently not used for any agricultural uses and is not forest land, no agricultural use or forest land will be converted. The Project Site is located in an urbanized area of the City and is currently improved with a surface parking lot. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project. See discussion under <b>PMM-AG-2</b> and <b>PMM-GHG-1</b> for discussion of the Project's consistency with those mitigation measures.</p>

	<p>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.</p> <p>c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</p> <p><b>PMM AG-5:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>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.</p>	
<b>Air Quality (AQ)</b>		
<b>AQ-1:</b> Potential to conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	<b>No mitigation applies.</b>
<b>AQ-2:</b> Potential to violate any air quality standard or	<b>PMM AQ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a	The Project already <b>substantially conforms</b> to this mitigation measure, as it will comply with existing regulations that have

<p>contribute substantially to an existing or projected air quality violation.</p>	<p>project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Minimize land disturbance.</li> <li>b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> <li>c) Cover trucks when hauling dirt.</li> <li>d) Stabilize the surface of dirt piles if not removed immediately.</li> <li>e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>f) Minimize unnecessary vehicular and machinery activities.</li> <li>g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>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.</li> <li>k) Ensure that all construction equipment is properly tuned and maintained.</li> <li>l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.</li> <li>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.</li> <li>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</li> <li>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities.</li> </ul>	<p>been identified and are required by the Southern California Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) to facilitate consistency with plans for attainment for the NAAQS and CAAQS, as applicable and feasible. Implementation of the following specific Project measures will further ensure consistency with PMM-AQ-2:</p> <p><b>PM-AQ-1:</b> Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> <li>• Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.</li> <li>• The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road:             <ul style="list-style-type: none"> <li>○ Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;</li> <li>○ Pave the surface extending at least 100 feet and at least 20 feet wide;</li> <li>○ Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or</li> <li>○ Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.</li> </ul> </li> <li>• All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</li> <li>• Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).</li> <li>• Ground cover in disturbed areas shall be replaced as quickly as possible.</li> <li>• Non-toxic soil stabilizers shall be applied according to manufacturers’ specifications to all inactive</li> </ul>
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	<p>The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p>	<p>construction areas (previously graded areas inactive for ten days or more).</p> <ul style="list-style-type: none"> <li>• Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.</li> <li>• Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.</li> <li>• Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.</li> </ul> <p><b>PM-AQ-2:</b> Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> <li>• The contractor shall use architectural coatings that average 50 g/L VOC content or less.</li> <li>• The development shall utilize low VOC cleaning supplies.</li> </ul> <p><b>PM-AQ-3:</b> Consistent with SCAQMD Rule 445, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> <li>• The residential units shall either exclude hearths or include natural gas hearths.</li> </ul> <p><b>PM-AQ-4:</b> Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> <li>• Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</li> </ul> <p><b>PM-AQ-5:</b> Consistent with SCAQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> <li>• Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications. All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.</li> <li>• Electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.</li> </ul>
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	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</li> <li>v) As applicable for airport projects, the following measures should be considered:             <ul style="list-style-type: none"> <li>a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.</li> <li>b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.</li> <li>c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.</li> </ul> </li> <li>w) As applicable for port projects, the following measures should be considered:             <ul style="list-style-type: none"> <li>a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).</li> <li>b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.</li> <li>c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.</li> <li>d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.</li> <li>e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the</li> </ul> </li> </ul>	<p><b>PM-AQ-6:</b> All diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.</p> <p>Implementation of these measures and compliance with existing regulations would facilitate consistency with plans for attainment of air quality standards identified by SCAQMD, CARB, and the federal government, and would be equal to or more effective than PMM-AQ-1. Therefore, the Project would be consistent with this mitigation measure.</p>
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	<p>speed of vessel transiting within 40 nautical miles of Point Fermin.</p> <ul style="list-style-type: none"> <li>f. Encourage the participation in the Green Ship Incentives.</li> <li>g. Offer incentives to encourage the use of on-dock rail.</li> </ul> <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.</li> </ul> <p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> <li>a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.</li> <li>b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.</li> <li>c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.</li> <li>d. Provide information to residents on where MERV filters can be purchased.</li> <li>e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.</li> <li>f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.</li> <li>g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> <li>h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> </ul>	
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	<ul style="list-style-type: none"> <li>i. Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> <li>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities</li> </ul>	
<p><b>AQ-3:</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.</p>	<p><u>PMM AQ-1.</u> See above.</p>	<p>As discussed above under <b>AQ-1</b>, the Project would <b>substantially conform</b> with this mitigation measure, as it will comply with existing regulations that have been identified and are required by the SCAQMD and the CARB to facilitate consistency with plans for attainment for the NAAQS and CAAQS, as applicable and feasible. Implementation of specific Project measures PM-AQ-1 through PM-AQ-5 will further ensure consistency with PMM AQ-1.</p>
<p><b>AQ-4:</b> Expose sensitive receptors to substantial pollutant concentrations.</p>	<p><u>PMM AQ-1.</u> See above.</p>	<p><b>No mitigation applies.</b></p> <p>The Project would be required to comply with the existing regulatory requirements of SCAQMD, CARB, the State of California, and the federal government, as described above under <b>AQ-1</b> to reduce the Project’s construction-related emissions. In addition, the Project would include multi-family residential units and a small amount of ground-level commercial space, which would not generate significant operational emissions, as an industrial or warehousing use could be expected to. Therefore, through compliance with the existing regulatory requirements described above, the Project would not conflict with this mitigation measure, to the extent applicable.</p>
<p><b>AQ-5:</b> Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b></p>
<p><b>Biological Resources (BIO)</b></p>		
<p><b>BIO-1:</b> Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in</p>	<p><b>PMM BIO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>No mitigation applies. No mitigation would apply as the Project would be developed on an existing urban infill site that is currently improved with a motel, a vacant auto shop, one single-family residence, and two duplex residences and associated surface parking areas. The Project would not be developed on open space, and development of the Project would not result in adverse effects to any species identified as a candidate,</p>

<p>local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.</p>	<ul style="list-style-type: none"> <li>a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</li> <li>b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> <li>i. Impact minimization strategies</li> <li>ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts</li> <li>iii. Use of in-kind mitigation bank credits</li> <li>iv. Funding of research and recovery efforts</li> <li>v. Habitat restoration</li> <li>vi. Establishment of conservation easements</li> <li>vii. Permanent dedication of in-kind habitat</li> </ul> </li> <li>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.</li> <li>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.</li> <li>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.</li> <li>f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</li> <li>g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species'</li> </ul>	<p>sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife<sup>7,8</sup> or U.S. Fish and Wildlife Service,<sup>9</sup> or the California Native Plant Society. It would also not result in any adverse effects to any occupied habitat, potentially suitable habitat, or designated critical habitat.</p> <p>As discussed in the Tree Report prepared for the Project by Kay Greeley, dated April 6, 2016, included as Attachment J, there are 30 trees within the Project Site and 11 offsite street tree. The 30 on-site trees are proposed to be removed to accommodate the development of the Project, and 1 street tree would also be removed. The removed on-site trees would be required to be replaced on a 1:1 basis in accordance with standard City policy. The removal of the 1 street tree would require replacement in accordance with the City's Urban Forestry Division's Standards, subject to approval by the Board of Public Works. The remaining 10 on-site trees would be able to remain in place despite minor encroachments within their driplines. None of the trees are considered protected by the City's Tree Preservation Ordinance No. 177,044. However, the trees that are to be removed or pruned have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season to ensure that potential significant impacts to migratory birds would not occur in connection with any removal or pruning of existing on-site or street trees.</p> <p>Accordingly, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15–September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 300-foot buffer</p>
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7 California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), [www.wildlife.ca.gov/Data/BIOS](http://www.wildlife.ca.gov/Data/BIOS)

8 California Department of Fish and Wildlife, CDFW Lands, [www.wildlife.ca.gov/Lands](http://www.wildlife.ca.gov/Lands)

9 United States Fish and Wildlife Service, National Wetlands Inventory, [www.fws.gov/wetlands/index.html](http://www.fws.gov/wetlands/index.html)

	<p>habitat to facilitate avoidance of resources not permitted for impact.</p> <ul style="list-style-type: none"> <li>h) Appoint a qualified biologist to monitor implementation of mitigation measures.</li> <li>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.</li> <li>j) Develop an invasive species control plan associated with project construction.</li> <li>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.</li> <li>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</li> <li>m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</li> </ul>	<p>(500 feet for raptors) would be established until the fledglings have left the nest.</p> <p>Therefore, due to the lack of existing habitat or special status species at the Project Site, as well as through compliance with existing regulatory requirements, the Project would be consistent with this mitigation measure.</p>
<p><b>BIO-2:</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.</p>	<p><u>PMM BIO-1.</u> See above.</p> <p><b>PMM BIO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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</li> </ul>	<p>See consistency analysis under PMM BIO-1 above.</p> <p>The Project would also be in <b>substantial conformance</b> with PMM BIO-2, as the Project would be replacing the Project Site's existing urban land uses consisting of a motel, a vacant auto shop, one single-family residence, and two duplex residences with a new mixed-use development. The Project would not be developed on sensitive or riparian habitat. Therefore, development of the Project would not result in adverse effects to any sensitive or riparian habitat that could 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. Moreover, as described above under PMM-BIO-1, there are no protected trees at the Project Site, and all tree removals or pruning would take place in conformance with the MBTA and</p>

	<p>additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</li> <li>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</li> <li>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.</li> <li>i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</li> <li>j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.</li> <li>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</li> <li>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</li> </ul>	<p>State and local regulations. Therefore, the Project is consistent with these mitigation measures</p>
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	<p>Lake or Streambed Alteration to CDFW during the planning phase of projects.</p> <ul style="list-style-type: none"> <li>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.</li> <li>n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> <li>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.</li> <li>p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</li> <li>q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</li> <li>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.</li> </ul>	
<p><b>BIO-3:</b> 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.</p>	<p><u>PMM BIO-1</u> and <u>PMM BIO-2</u>. See above</p> <p><b>PMM BIO-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> <li>a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.</li> <li>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</li> </ul>	<p>See consistency analysis for PMM BIO-1 and PMM BIO-2 under <b>BIO-1</b> and <b>BIO-2</b>, respectively.</p> <p><b>No mitigation applies.</b> This mitigation measure does not apply to the Project because the Project Site does not include any protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies.<sup>10</sup></p>

10 United States Fish and Wildlife Service, National Wetlands Inventory. Available at: [www.fws.gov/wetlands/index.html](http://www.fws.gov/wetlands/index.html), accessed June 2, 2020.

	<p>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.</p> <p>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 for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> <li>— Permittee-responsible mitigation</li> <li>— Contribution of in-kind in-lieu fees</li> <li>— Use of in-kind mitigation bank credits</li> <li>— Where avoidance is determined to be infeasible and</li> </ul> <p>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> <li>— Avoidance;</li> <li>— Impact Minimization;</li> <li>— On-site alternatives; and</li> </ul>	
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	<p>— Off-site alternatives.</p> <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
<p><b>BIO-4:</b> 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.</p>	<p><u>PMM BIO-1 through PMM BIO-3</u>. See above</p> <p><b>PMM BIO-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the 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.</p> <p>b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and</p>	<p>See consistency analysis above for PMM BIO-1, PMM BIO-2, and PMM BIO-3 under <b>BIO-1</b>, <b>BIO-2</b>, and <b>BIO-3</b>, respectively.</p> <p>The Project would be in <b>substantial conformance</b> with PMM BIO-4 for the reasons stated below. The Project Site is located in a developed, urban area and the Project would be replacing existing urban land uses consisting of a motel, a vacant auto shop, one single-family residence, and two duplex residences (representing a total of five existing dwelling units). The Project Site is surrounded by other existing urban uses including retail establishments, auto service establishments, restaurants, and multi-family residences, and the Project would therefore not be developed on or adjacent to any existing open space, habitat area, wildlife nursery, or wildlife corridor. Thus, development of the Project Site would not interfere 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. Furthermore, as described above under PMM-BIO-1, the Project would comply with the MBTA and Section 3503 of the California Department of Fish and Wildlife Code to ensure that potential significant impacts to migratory birds would not occur in connection with the removal or pruning of trees. Therefore, through compliance with existing regulatory requirements, the Project is consistent with these mitigation measures.</p>

	<p>habitat connectivity and preserve existing and functional wildlife corridors.</p> <ul style="list-style-type: none"> <li>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</li> <li>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.</li> <li>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</li> <li>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</li> <li>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</li> <li>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.</li> <li>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</li> <li>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: <ul style="list-style-type: none"> <li>— Wildlife movement buffer zones</li> <li>— Corridor realignment</li> <li>— Appropriately spaced breaks in center barriers</li> <li>— Stream rerouting</li> <li>— Culverts</li> <li>— Creation of artificial movement corridors such as freeway under- or overpasses</li> </ul> </li> </ul>	
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	<p>— Other comparable measures</p> <p>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.</p> <p>q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>	
<p><b>BIO-5:</b> Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p><u>PMM BIO-1 through PMM BIO-4.</u> See above</p> <p><b>PMM BIO-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>See consistency analysis above for PMM BIO-1, PMM BIO-2, and PMM BIO-3, and PMM BIO-4 under <b>BIO-1, BIO-2, BIO-3, and BIO-4</b>, respectively.</p> <p>The Project would <b>substantially conform</b> with these mitigation measures for the reasons stated below. The Project is located in a developed, urban area and would be replacing existing land uses consisting of a motel, a vacant auto shop, one single-family residence, and two duplex residences (representing a total of five existing dwelling units). The Project would not be developed on existing open space or sensitive habitat. As set forth in the Project’s tree report (Attachment J), the Project Site does not contain any trees subject to the regulations of the City’s protected tree ordinance, and the non-protected street trees to be removed would be replaced in accordance with all applicable City regulations. Furthermore, as discussed under <b>BIO-4</b>, the Project would be required to comply with the MBTA to ensure that potential impacts to migratory birds would not occur in connection with the removal of trees. Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources, and would be consistent with this mitigation measure.</p>

	<ul style="list-style-type: none"> <li>e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filling, 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.</li> <li>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.</li> <li>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.</li> <li>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</li> <li>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:</li> </ul>	
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	<ul style="list-style-type: none"> <li>— Avoidance strategies</li> <li>— Contribution of in-lieu fees</li> <li>— Planting of replacement trees</li> <li>— Re-landscaping areas with native vegetation post-construction</li> <li>— Other comparable measures developed in consultation with local agency and certified arborist.</li> </ul>	
<p><b>BIO 6:</b> Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p><u>PMM BIO-1 through PMM BIO-5.</u> See above</p> <p><b>PMM BIO-6:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> <li>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</li> <li>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</li> <li>c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.</li> </ol>	<p>See consistency analysis above for PMM BIO-1, PMM BIO-2, and PMM BIO-3, and PMM BIO-4, and PMM BIO-5 under <b>BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5</b>, respectively.</p> <p><b>No mitigation applies.</b> The Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.<sup>11</sup> Furthermore, the Project Site is not within or adjacent to any existing Significant Ecological Area.<sup>12</sup> Therefore, mitigation measure PMM BIO-6 does not apply.</p>
<p><b>Cultural Resources (CULT)</b></p>		
<p><b>CULT-1:</b> Cause a substantial adverse change in the</p>	<p><b>PMM CULT-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce</p>	<p>The Project <b>substantially conforms</b> with this mitigation measure for the following reasons. GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project</p>

11 California Department of Fish & Wildlife, California Regional Conservation Plans. Available at: [www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans](http://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans), accessed June 26, 2020.  
 Natural Community Conservation Plans. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed June 26, 2020.  
 12 Los Angeles County Department of Regional Planning, 2020. Planning & Zoning Information, GIS-NET3 online database. Available at: <http://planning.lacounty.gov/gisnet3>, accessed June 26, 2020.

<p>significance of a historical resource, including tribal cultural resources, pursuant to § 15064.5.</p>	<p>substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Pursuant to <i>CEQA Guidelines</i> 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.</li> <li>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.</li> <li>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: <ul style="list-style-type: none"> <li>— Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</li> <li>— Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> </ul> </li> <li>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</li> </ul>	<p>Site to assess any potential impacts the Project may have on identified historical resources. As discussed in the Historical Resource Technical Report prepared for the Project by GPA Consulting, dated April 2020, included in Attachment K, the existing buildings on the Project Site are not currently listed under national, state, or local landmark or historic district programs. Furthermore, the buildings were not identified in any previous historic resource surveys, including Survey LA. A records search prepared by the South Central Coastal Information Center revealed no prior evaluations of any of the properties comprising the Project Site or Study Area. After careful inspection, investigation, and evaluation, GPA concluded that the existing buildings located at the Project Site are ineligible for listing in the National Register of Historic Places, California Register of Historical Resources, as well as ineligible for designation as a Los Angeles Historic-Cultural Monument for lack of historical significance, architectural distinction and integrity. Thus, the property is not a historical resource as defined by CEQA. As the existing buildings on the Project Site that would be removed do not meet the definition of a historical resource according to CEQA, the Project would have no direct impacts on historical resources. In addition, the potential indirect impacts from the Project on historical resources within the Study Area (consisting of the Hollywood-Los Feliz Jewish Community Center and the Mabel Normand Feature Film Company buildings) were analyzed by GPA. It was concluded that although the new Project building would introduce a new visual element to the immediate surroundings of these historical resources, the Project would not result in a substantial adverse change to the integrity of these historical resources to the degree that they would no longer be eligible for listing as historical resources defined by CEQA. Therefore, no historical resources would be materially impaired by the Project, either directly or indirectly.</p> <p>For a discussion of potential impacts to archaeological resources and/or tribal cultural resources, see discussion of <b>CUL-2</b>.</p>
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	<p>or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <ul style="list-style-type: none"> <li>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</li> <li>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.</li> <li>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</li> <li>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</li> </ul>	
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	<p>identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject</p>	
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	<p>property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.</p>	
<p><b>CULT-2:</b> Cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to § 15064.5.</p>	<p><u>PMM CULT-1.</u> See above.</p>	<p>The Project <b>substantially conforms</b> with this mitigation measure for the following reasons. The Project is located within a highly developed urban area on a previously disturbed site and the potential for discovery of archaeological or tribal cultural resources is considered low. Nonetheless, to ensure there would be no impacts to archaeological resources or tribal cultural resources, the Project would implement the relevant provisions of PMM-CUL-1 pertaining to archaeological resources, as set forth below under <b>PM-CUL-1</b>, and would also implement the City’s standard condition of approval regarding inadvertent discovery of tribal cultural resources, as set forth below under <b>PM-CUL-2</b>. The City has determined that collectively, these conditions of approval are equal to or more effective than PMM-CUL-1 regarding archaeological and tribal cultural resources:</p> <p><b>PM-CUL-1:</b> Prior to obtaining a grading permit, a qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the archaeologist and the City of Los Angeles Department of City Planning and shall depend on</p>

		<p>the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning and also to the South Central Coastal Information Center (SCCIC) at Cal State University Fullerton. Ground-disturbing activities in the area of the exposed material may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist.</p> <p><b>PM-CUL-2:</b> In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:</p> <ul style="list-style-type: none"> <li>○ Upon a discovery of a potential tribal cultural resource, the Project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed Project; (2) and the Department of City Planning.</li> <li>○ 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</li> </ul>
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		<p>treatment and disposition of any discovered tribal cultural resources.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> </ul>
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<p><b>CULT-3:</b> Disturb human remains, including those interred outside of dedicated cemeteries.</p>	<p><b>PMM CULT-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: <ul style="list-style-type: none"> <li>— 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.</li> <li>— If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures</li> </ul> </li> </ul>	<p>The Project would <b>substantially conform</b> with this mitigation measure as described below. The Project Site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Nonetheless, compliance with existing regulatory requirements as described below under <b>PM-CULT-3</b>, which the City has determined are equal to or more effective than PMM CULT-2, would ensure there would be no impacts pertaining to the unanticipated identification of human remains,</p> <p><b>PM-CULT-3:</b> 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. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none"> <li>○ Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 AM to 5 PM Monday through Friday) or 323-343-0714 (after hours, Saturday, Sunday, and holidays)</li> </ul> <p>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</p>

	<p>acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</p>	<p>immediately notify the person it believes to be the most likely descendent of the deceased Native American.</p> <ul style="list-style-type: none"> <li>○ 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.</li> </ul> <p>If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.</p>
<p><b>Energy (ENR)</b></p>		
<p><b>ENR-1:</b> Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b> The Project already <b>substantially conforms</b> with this mitigation measure as it would be required to comply with California Building Code (Title 24 of the California Code of Regulations [CCR]), which incorporates the requirements of California Green Building Standards (CALGreen) Code and the City of Los Angeles Green Building Code. To determine the Project's specific energy and water use, an Energy &amp; Water Report has been prepared to demonstrate the Project's specific energy and water use based upon its proposed design (Attachment E). As shown therein, the Project would be in compliance with the PRC's statutory requirements for a transportation priority project (TPP) building to be designed to be 15 percent more energy efficient than the applicable Title 24 standards and to be designed to achieve 25 percent less water usage than the average household use in the region. Specifically, the Project's energy use would be 15.2 percent less than Title 24, Part 6 (2019). The Project's water use would be 72.0 percent below the average household use in the region. Accordingly, through compliance with existing regulatory requirements, the Project will not result in any energy-related impacts and no mitigation is required.</p>
<p><b>ENR-2:</b> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b> Nevertheless, the Project would be required to comply with the City's Green Building Code as well as Title 24, which incorporates the requirements of CALGreen Code. Moreover, as demonstrated by the CEQA Exemption Energy and Water Efficiency Compliance Technical Report prepared for the Project by Zinner Consultants in July 2020 (Attachment G), the Project's energy use would be 15.2 percent less than the standards required by Title 24, Part 6 (2019). Additionally, as demonstrated by the CEQA Exemption Energy and Water Efficiency Compliance Technical Report prepared for the Project</p>

		by Zinner Consultants in July 2020 (Attachment G), the Project's water use would be 72.0 percent below the regional average household use.
<b>Geology and Soils (GEO)</b>		
<b>GEO-1:</b> 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.	No mitigation required.	<p>The Project already <b>substantially conforms</b> to this mitigation measure through compliance with existing regulatory requirements, as described below.</p> <p>As shown by ZIMAS and as described in the Project's Geology Report included as Attachment L, the Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act.<sup>13</sup> Additionally, the Project Site is not located within a City-designated Fault Rupture Study Area, as identified by the City's ZIMAS System. No active faults are known to pass through the immediate Project vicinity. The Project Site is also not within a City-designated Hillside Area, a landslide zone, a liquefaction zone, a fault rupture study area, or a tsunami inundation zone.<sup>14</sup> Nevertheless, the Project is located in the seismically active region of Southern California and is susceptible to ground shaking during a seismic event. However, the Project would be required to comply with the existing building, grading, and seismic regulations of the City's Building Code, which incorporates the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these regulations is required by Los Angeles Municipal Code ("LAMC") Section 91.7006, which requires the Los Angeles Department of Building and Safety to review and approve a final design-level geotechnical report for the Project prior to the issuance of grading permits. Furthermore, these final geotechnical reports would incorporate the building design recommendations contained in the existing Geology Report prepared for the Project. Accordingly, the City has determined that compliance with existing regulatory requirements as well as the recommendations of the Geology Reports, as described below</p>

<sup>13</sup> City of Los Angeles, ZIMAS Parcel Profile Reports for 4301-4311 Sunset Boulevard and 4300-4314 Effie Street (Assessor Parcel Numbers 5429-007 -006, -009, -010, -011, and -012), accessed May 29, 2020.

<sup>14</sup> Ibid.

		<p>under <b>PM-GEO-1</b> and <b>PM-GEO-2</b> is equal to or more effective than PMM-GEO-1.</p> <p><b>PM-GEO-1:</b> Prior to the issuance of grading or building permits, the Applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Los Angeles Department of Building and Safety, for review and approval. The geotechnical report shall assess soil and geologic conditions at the site and include building design recommendations, including those recommendations contained in the Preliminary Geotechnical Engineering Report, 4301 Sunset, prepared by Terracon on June 1, 2007 and affirmed in the update letter prepared December 5, 2014. The Project shall comply with the conditions contained in the approved geotechnical as well as with the recommendations in the final design-level geotechnical report reviewed by LADBS pursuant to Los Angeles Building Code Sections 91.7006.2.</p>
<p><b>GEO-2:</b> Result in substantial soil erosion or the loss of topsoil</p>	<p><b>PMM GEO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to</li> </ul>	<p>The Project already <b>substantially conforms</b> to this mitigation measure, because the Project would be required to comply with existing regulatory requirements pertaining to erosion and stormwater control, as well as the design and construction recommendations contained in the Geology Report prepared for the Project (Attachment L). Specifically, as required by <b>PM-GEO-1</b>, a final design-level geotechnical report shall be reviewed and approved by LADBS that incorporates the recommendations of this existing report and demonstrates compliance with the City's existing geology and soils requirements, including but not limited to LAMC Section 91.7013 pertaining to erosion control and drainage devices, Section 91.7014 regarding flood and mudflow protection, and Section 91.7016 regarding regulations for areas that are subject to slides and unstable soils. Therefore, the Project would be consistent with this mitigation measure.</p>

	<p>stormwater; best management practices (BMPs); and an inspection and monitoring program.</p> <p>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.</p> <p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>	
<p><b>GEO-3:</b> 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.</p>	<p><u>PMM GEO-1.</u> See above.</p>	<p>As described in <b>GEO-1</b>, the Project already <b>substantially conforms</b> to this mitigation measure. The Project Site is located in the seismically active region of Southern California, and the Upper Elysian Park Blind Thrust Fault is located in proximity to the Site (0.08 km away). However, as described in the Geology Report prepared for the Project (Attachment L), the Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act, and no surface faults cross the Site.</p> <p>Furthermore, the Project Site is not within a landslide zone, a liquefaction zone, a fault rupture study area, or a tsunami inundation zone. Through compliance with existing regulatory requirements well as the measures identified under <b>PM-GEO-1</b>, above, the Project would not cause the geologic unit or soil to become unstable as a result of the proposed development, and the Project would thereby not result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, potential impacts related to geologic and soil stability would be less than significant, and the Project would be consistent with this mitigation measure.</p>

<p><b>GEO-4:</b> Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p>	<p><u>PMM GEO-1.</u> See above.</p>	<p>The Project already <b>substantially conforms</b> to this mitigation measure. As described in the Geology Report prepared for the Project (Attachment L), the development of the Project will not result in hazards from future landsliding, settlement, slippage, shrinkage, or expansion, as long as the recommendations presented in the reports are followed. Moreover, pursuant to the City’s existing codes and applicable regulations, design and construction of the Project would be required to incorporate any necessary measures to protect against risks associated with expansive soils. These measures include compliance with the Los Angeles Building Code, the Rules of General Application of the Grading Division of the Department of Building and Safety, the City’s building permit requirements, and site-specific engineering recommendations based upon the recommendations of a licensed geotechnical engineer and a required final design-level geotechnical report containing the recommendations of the existing Geology Report, which is to be approved by the City of Los Angeles Department of Building and Safety, as described in <b>PM-GEO-1</b>, above.</p>
<p><b>GEO-5:</b> 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.</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b></p>
<p><b>GEO-6:</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p><b>PMM GEO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>The Project would be in <b>substantial conformance</b> with this mitigation measure. During the Project’s construction phase, excavation and grading of the Project Site would occur. The Project Site is located within a highly developed urban area and given that the Project Site has already been previously disturbed, the potential for discovery of paleontological resources is considered low.</p> <p>Nonetheless, to ensure there would be no impacts to previously undiscovered unique paleontological resources or sites or unique geological features, the Project would implement relevant provisions of PMM CULT-1, as set forth below under <b>PM-CUL-1</b>. The City has determined that this measure is equal to or more effective than PMM CULT-1 regarding paleontological resources:</p>

	<ul style="list-style-type: none"> <li>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.</li> <li>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</li> <li>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:             <ul style="list-style-type: none"> <li>1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</li> <li>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.</li> <li>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.</li> <li>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils</li> </ul> </li> </ul>	<p><b>PM-CUL-1:</b> Prior to obtaining a grading permit, a qualified paleontologist shall be retained and shall prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources that could potentially be encountered during construction. The PRMP shall include provisions requiring Worker Education and Awareness Program (WEAP) training for on-site construction personnel to understand the regulatory framework that provides for protection of paleontological resources. During earthmoving activities, a qualified paleontologist shall oversee implementation of the PRMP, including performing periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities in the area of the exposed material may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.</p>
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	<p>and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</p> <ul style="list-style-type: none"> <li>e) Avoid routes and project designs that would permanently alter unique geological features.</li> <li>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</li> <li>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.</li> <li>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.</li> </ul>	
<p><b>Greenhouse Gas Emissions and Climate Change (GHG)</b></p>		
<p><b>GHG-1:</b> Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p><b>PMM GHG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: <ul style="list-style-type: none"> <li>i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.</li> <li>iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> </ul> </li> </ul>	<p>The Project <b>substantially conforms</b> with this mitigation measure as described below. The Project’s generation of greenhouse gas (GHG) emissions would not be considered cumulatively considerable, as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Specifically, as set forth in the PRC Section 21155 consistency findings for the Project as well as the 2020-2045 RTP/SCS consistency findings under Attachment B, the Project is consistent with the 2020-2045 RTP/SCS, which is SCAG’s regional plan for reducing GHG emissions. Moreover, pursuant to <b>PMM USWS-1</b>, the Project will comply with applicable water and energy conservation measures under California Green Building Standards (CALGreen) Code, as well as the City’s Green Building Ordinance, thereby reducing consumption of these resources and reducing GHG emissions accordingly. Therefore, no significant GHG emission impacts would occur for the Project.</p> <p>Additionally, as described under <b>ENR-2</b>, the Project would be in compliance with the PRC’s statutory requirements for a</p>

	<ul style="list-style-type: none"> <li>v) Use high-efficiency lighting and cooking devices.</li> <li>vi) Incorporate passive solar design.</li> <li>vii) Use high-reflectivity building materials and multiple glazing.</li> <li>viii) Prohibit gas-powered landscape maintenance equipment.</li> <li>ix) Install electric vehicle charging stations.</li> <li>x) Reduce wood burning stoves or fireplaces.</li> <li>xi) Provide bike lanes accessibility and parking at residential developments.</li> </ul> <p>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.</p> <p>c) Include off-site measures to mitigate a project's emissions.</p> <p>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:</p> <ul style="list-style-type: none"> <li>i) Use energy and fuel-efficient vehicles and equipment;</li> <li>ii) Deployment of zero- and/or near zero emission technologies;</li> <li>iii) Use lighting systems that are energy efficient, such as LED technology;</li> <li>iv) Use the minimum feasible amount of GHG-emitting construction materials;</li> <li>v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;</li> <li>vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;</li> <li>vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy;</li> <li>viii) Incorporate design measures to reduce water consumption;</li> <li>ix) Use lighter-colored pavement where feasible;</li> <li>x) Recycle construction debris to maximum extent feasible;</li> <li>xi) Plant shade trees in or near construction projects where feasible; and</li> </ul>	<p>transportation priority project (TPP) building to be designed to be 15 percent more energy efficient than the applicable Title 24 standards and to be designed to achieve 25 percent less water usage than the average household use in the region. Specifically, the Project's energy use would be 15.2 percent less than Title 24, Part 6 (2019). The Project's water use would be 72.0 percent below the average household use in the region (Attachment E). The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, overhanging balconies for solar shading, high performance windows, daylighting controls and other forms of high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, and centralized hot water system and high-efficiency water fixtures. The Project would achieve its water efficiencies through multiple measures in compliance with the Los Angeles Green Building Code, including high efficiency water using appliances such as clothes washers and dishwashers, low flow fixtures and faucets, and efficient irrigation systems.</p> <p>Furthermore, as described under <b>TRA-1</b>, the Project would be subject to <b>PM-TRA-2</b> and <b>PM-TRA-3</b>, which would implement a variety of transportation demand management (TDM) measures that would facilitate reductions in vehicle miles traveled (VMT) to and from the Project while enhancing transit and bicycle infrastructure in the vicinity of the Project Site.</p> <p>Collectively, these Project features and conditions as well as the Project's required regulatory compliance would result in reduced energy consumption, reduced VMT, and corresponding reduction in GHG emissions, consistent with the project-related mitigation identified by SCAG..</p>
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	<ul style="list-style-type: none"> <li>xii) Solicit bids that include concepts listed above.</li> <li>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:             <ul style="list-style-type: none"> <li>i) Promote transit-active transportation coordinated strategies;</li> <li>ii) Increase bicycle carrying capacity on transit and rail vehicles;</li> <li>iii) Improve or increase access to transit;</li> <li>iv) Increase access to common goods and services, such as groceries, schools, and day care;</li> <li>v) Incorporate affordable housing into the project;</li> <li>vi) Incorporate the neighborhood electric vehicle network;</li> <li>vii) Orient the project toward transit, bicycle and pedestrian facilities;</li> <li>viii) Improve pedestrian or bicycle networks, or transit service;</li> <li>ix) Provide traffic calming measures;</li> <li>x) Provide bicycle parking;</li> <li>xi) Limit or eliminate park supply;</li> <li>xii) Unbundle parking costs;</li> <li>xiii) Provide parking cash-out programs; and</li> <li>xiv) Implement or provide access to commute reduction program.</li> </ul> </li> <li>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;</li> <li>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</li> <li>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:             <ul style="list-style-type: none"> <li>i) Provide car-sharing, bike sharing, and ride-sharing programs;</li> <li>ii) Provide transit passes;</li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;</li> <li>iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;</li> <li>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;</li> <li>vi) Provide employee transportation coordinators at employment sites;</li> <li>vii) Provide a guaranteed ride home service to users of non-auto modes.</li> <li>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;</li> <li>j) Land use siting and design measures that reduce GHG emissions, including:             <ul style="list-style-type: none"> <li>i) Developing on infill and brownfields sites;</li> <li>ii) Building compact and mixed-use developments near transit;</li> <li>iii) Retaining on-site mature trees and vegetation, and planting new canopy trees;</li> <li>iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</li> <li>v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</li> </ul> </li> <li>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.</li> </ul>	
<p><b>GHG-2:</b> Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing</p>	<p><u>PMM GHG-1.</u> See above.</p>	<p>The Project would <b>substantially conform</b> with this mitigation measure for the reasons stated above. As discussed under <b>GHG-1</b>, the Project’s generation of GHG emissions would not be considered considerable, as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing</p>

<p>the emissions of greenhouse gases.</p>		<p>the emissions of GHGs. Specifically, as set forth in the PRC Section 21155 consistency findings for the Project as well as the RTP/SCS consistency findings under Attachment B, the Project is consistent with the 2020-2045 RTP/SCS, which is SCAG’s regional plan for reducing GHG emissions. See discussion under <b>GHG-1</b> for discussion of the Project’s consistency with this mitigation measure.</p>
<p><b>Hazards and Hazardous Materials (HAZ) Hazards and Hazardous Materials</b></p>		
<p><b>HAZ-1:</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p><b>PMM HAZ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: <ul style="list-style-type: none"> <li>— The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>— The location of such hazardous materials.</li> </ul> </li> </ul>	<p>The Project already <b>substantially conforms</b> to this mitigation measure. Project construction would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials can include paints, adhesives, surface coatings, cleaning agents, fuels, and oils. All such materials would be transported, used, and disposed of in conformance with all applicable regulatory requirements, thereby eliminating the risk of potentially significant hazards. In addition, Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other mixed-use urban development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers’ instructions. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances. The localized nature of the potentially hazardous materials, adherence to regulatory requirements, and other best management practices such as proper use and storage ensure that impacts related to the routine transportation, use, and disposal of hazardous materials would be less than significant.</p> <p>In connection with one of the prior Phase I assessments of the Project Site, a limited survey of potential asbestos containing materials (ACM) and lead based paint (LBP) was conducted, which resulted in identified ACM and LBP. Accordingly, the Project measures identified below under <b>PM-HAZ-1</b> through <b>PM-HAZ-3</b> would be implemented to ensure that abatement of these materials occur in compliance with all applicable regulatory requirements.</p>

	<ul style="list-style-type: none"> <li>— An emergency response plan including employee training information.</li> <li>— A plan that describes the way these materials are handled, transported and disposed.</li> <li>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</li> <li>e) Avoid overtopping construction equipment fuel gas tanks.</li> <li>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</li> <li>g) Properly dispose of discarded containers of fuels and other chemicals.</li> <li>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</li> <li>i) Identify and implement more stringent tank car safety standards.</li> <li>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</li> <li>k) Use the best available inspection equipment and protocols and implement positive train control.</li> <li>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</li> <li>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</li> <li>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.</li> <li>o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</li> <li>p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</li> <li>q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</li> </ul>	<p><b>PM-HAZ-1:</b> Prior to demolition activities, an investigation for asbestos containing materials (ACMs) shall be conducted and identified asbestos shall be abated in accordance with the South Coast Air Quality Management District (SCAQMD)’s Rule 1403, as well as all other applicable City, State, and federal regulations.</p> <p><b>PM-HAZ-2:</b> All building maintenance personnel, contractors, and any other person who may disturb confirmed ACM shall be notified of the contents of any prior asbestos survey and trained in accordance with Cal/OSHA regulations.</p> <p><b>PM-HAZ-3:</b> Prior to demolition activities, an investigation for lead-based paint (LBP) shall be conducted and identified LBP shall be abated in accordance with applicable City, State, and federal regulations. Construction workers shall be properly trained in lead-related construction in order to avoid exposure of such workers to lead-containing material.</p> <p>Therefore, the City has determined that compliance with existing regulatory measures as well as implementation of the above Project measures is equal to or more effective than PMM-HAZ-1.</p>
<p><b>HAZ-2:</b> Create a significant hazard to the</p>	<p><u>PMM HAZ-1</u>. See above.</p>	<p>As described above, under <b>HAZ-1</b>, the Project would substantially conform with PMM-HAZ-1 through compliance</p>

<p>public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p><b>PMM HAZ-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</li> <li>b) More stringent tank car safety standards;</li> <li>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> <li>d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</li> <li>e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</li> <li>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;</li> <li>g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</li> <li>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.</li> </ul>	<p>with all applicable regulatory requirements and incorporation of identified Project measures. In addition, during construction, all potentially hazardous materials encountered and used at the Site would be used and stored in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. This ensures that potential risks associated with construction related activities are minimized.</p> <p>Furthermore, as summarized in the PEA prepared for the Project Site (Attachment H), prior environmental assessment reports for the Site (which are attached to the PEA) indicated there are no recognized environmental conditions (RECs) and no further evaluation of the Site was necessary. Therefore, through required regulatory compliance as well as implementation of identified Project measures, the Project would be consistent with this mitigation measure.</p>
<p><b>HAZ-3:</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p><u>PMM HAZ-1 and PMM HAZ-2.</u> See above.</p> <p><b>PMM HAZ-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such</li> </ul>	<p>As described above, under <b>HAZ-1</b> and <b>HAZ-2</b>, the Project would <b>substantially conform</b> with PMM HAZ-1 and PMM HAZ-2, to the extent applicable. Thomas Starr King Middle School is located approximately 330 feet north of the Project Site. The Project Site is not otherwise within one-quarter mile of an existing or proposed school. Notwithstanding, and as described above, under <b>HAZ-1</b>, the Project would substantially conform with MM-HAZ-1(b) through compliance with existing regulatory requirements and implementation of Project measures <b>PM-HAZ-1</b> through <b>PM-HAZ-3</b>. In addition, during construction and operation, the Project would not emit or handle hazardous</p>

	<p>materials within one-quarter mile of schools, when school is in session, wherever feasible.</p> <p>b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.</p>	<p>materials or substances other than those typically used in other mixed-use residential and commercial developments. Therefore, the Project is consistent with this mitigation measure.</p>
<p><b>HAZ-4:</b> 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.</p>	<p><b>PMM HAZ-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</p> <p>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</p>	<p>The Project would <b>substantially conform</b> with these mitigation measures for the reasons stated below. As part of the Phase I ESA prepared for the Project Site and summarized in the PEA (Attachment H), regulatory databases such as those required by California Government Code Section 65962.5 were reviewed for the Project Site and properties within the standard search radii. The databases searched as a result of Government Code Section 65962.5 are known as the "Cortese List" and include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency. No hazardous materials that may pose a risk at or to the Project Site were listed in the databases, and the Project Site is not identified as a hazardous materials site.</p> <p>Furthermore, pursuant to <b>PM-HAZ-1</b> through <b>PM-HAZ-3</b>, described above under PMM-HAZ-1, the removal of any identified asbestos-containing materials (ACM) or lead-based paint (LBP) would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. These regulatory requirements are consistent with the relevant measures identified in PMM-HAZ-4 for ACM and LBP.</p> <p>Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment and the Project would be consistent with this mitigation measure.</p>

	<p>construction activities would potentially affect a particular development or building.</p> <ul style="list-style-type: none"> <li>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.</li> <li>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</li> <li>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.</li> <li>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</li> <li>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.</li> <li>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</li> </ul>	
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	<p>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.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</li> <li>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.</li> </ul>	
<p><b>HAZ-5:</b> For a project located within an airport</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b></p>

<p>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</p>		
<p><b>HAZ-6:</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan</p>	<p><u>PMM HAZ-1 through PMM HAZ-4, and PMM TRA-2. See above and below.</u></p> <p><b>PMM HAZ-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</li> <li>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> <li>c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>	<p>The Project already <b>substantially conforms</b> with this mitigation measure through compliance with existing regulatory requirements as well as incorporation of specific Project Measures. Specifically, an emergency response plan would be submitted to the Los Angeles Fire Department (LAFD) during LAFD’s review of the Project plans as part of the standard building permit review process per LAMC Section 57.118 (see <b>PSP-1</b>). Moreover, the Project does not propose permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during construction of the Project. As described in <b>TRA-4</b>, below, the Project would implement <b>PM-TRA-1</b>, which requires the preparation of and City approval of a Construction Traffic Management Plan, which would ensure that access for emergency service providers and any evacuation routes would be maintained during construction activities. Therefore, incorporation of these measures would achieve conformance with PMM TRA-4.</p>
<p><b>HAZ-7:</b> Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</p>	<p><u>PMM WF-1. See below.</u></p>	<p>The Project already <b>substantially conforms</b> with this mitigation measure because the Project Site is located in a fully urbanized area. There are no wildlands in the vicinity, and the Project Site is not near a wildland fire hazard area.<sup>15</sup> Furthermore, the Project is subject to regulatory requirements, such as adherence to Fire Code requirements and submitting a fire safety plan to the Lead Agency and local fire agency for their review and approval per LAMC Section 57.118</p>

<sup>15</sup> City of Los Angeles, ZIMAS, 2020. Parcel information for 4301-4311 Sunset Boulevard and 4300-4314 Effie Street (Assessor Parcel Numbers 5429-007 -006, -009, -010, -011, and -012). Available at: <http://zimas.lacity.org/>, accessed September 17, 2020.

<b>Hydrology and Water Quality (HYD)</b>		
<p><b>HYD-1:</b> Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p>	<p><b>PMM HYD-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>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.</li> <li>d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> <li>e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.</li> <li>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:</li> <li>g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</li> <li>h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</li> <li>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</li> </ul>	<p>The Project already <b>substantially conforms</b> to this mitigation measure, because the Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. Specifically, pursuant to <b>PM-GEO-1</b>, discussed above, a final design-level geotechnical report shall be reviewed and approved by LADBS that incorporates the recommendations of the Project's existing Geology Reports and demonstrates compliance with the City's existing geology and soils requirements, including but not limited to LAMC Section 91.7013 pertaining to erosion control and drainage devices, Section 91.7014 regarding flood and mudflow protection, and Section 91.7016 regarding regulations for areas that are subject to slides and unstable soils. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the City's discharge requirements, pursuant to <b>PM-HYD-1</b> below, would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements and minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, as noted in the Geology Report, given the fact that groundwater has previously been encountered at depths higher than the Project's proposed excavation depth for its subterranean parking levels, it is possible that groundwater may be encountered during excavation and dewatering may be required. Pursuant to <b>PM-HYD-2</b> below, any such required dewatering would be conducted in accordance with applicable regulatory requirements.</p> <p>During operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID Plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance</p>

	<p>possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) pursuant to <b>PM-HYD-3</b> below, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.</p> <p>To ensure consistency with PMM-HYD-1, the following Project measures would be implemented:</p> <p><b>PM-HYD-1: Stormwater Pollution (Demolition, Grading, and Construction Activities)</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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 cloths shall be used to catch drips and spills.</li> <li>• Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.</li> <li>• Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.</li> </ul> <p><b>PM-HYD-2: Potential Dewatering System</b></p> <ul style="list-style-type: none"> <li>• Prior to the issuance of any permit for excavation, the Applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the Los Angeles Bureau of Sanitation for review and approval, which shall be implemented if it is determined by the Department of Building and Safety that a dewatering system is necessary for the Project. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.</li> <li>• Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to:</li> </ul>
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		<ul style="list-style-type: none"> <li>○ landscape irrigation;</li> <li>○ decorative fountains or lakes;</li> <li>○ toilet flushing; or</li> <li>○ cooling towers</li> </ul> <ul style="list-style-type: none"> <li>● Return water to the groundwater basin by an injection well.</li> </ul> <p><b>PM-HYD-3: Standard Urban Stormwater Mitigation Plan</b></p> <ul style="list-style-type: none"> <li>● Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants shall meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following:</li> <li>● Project applicants shall be required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard shall be required.</li> <li>● Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.</li> <li>● Clearing and grading of native vegetation at the Project Sites shall be limited to the minimum needed to build lots, allow access, and provide fire protection.</li> <li>● Trees and other vegetation at each site shall be maximized by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.</li> <li>● Riparian areas and wetlands shall be preserved.</li> </ul>
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		<ul style="list-style-type: none"> <li>• Natural vegetation shall be promoted by using parking lot islands and other landscaped areas.</li> <li>• Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.</li> <li>• Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, shall be incorporated as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits, or channels shall be protected from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. The outlet protection shall be inspected, repaired, and maintained after each significant rain.</li> <li>• All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.</li> <li>• Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the Project area.</li> <li>• Legibility of stencils and signs shall be maintained.</li> <li>• Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.</li> <li>• The storage area shall be paved and sufficiently impervious to contain leaks and spills.</li> <li>• The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.</li> <li>• The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in</li> </ul>
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		<p>accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.</p> <ul style="list-style-type: none"> <li>• (Multiple Residential Dwellings of 10+ Units of Single- or Multi-Family, incl. Subdivisions):</li> <li>• Impervious surface area shall be reduced by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.</li> <li>• Roof runoff systems shall be installed where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.</li> <li>• Messages that prohibit the dumping of improper materials into the storm drain system shall be painted adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.</li> <li>• An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.</li> </ul> <p>Therefore, through compliance with existing regulatory requirements and implementation of the above Project measures, the Project would be consistent with this mitigation measure.</p>
<p><b>HYD-2:</b> Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p>	<p><b>PMM HYD-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Avoid designs that require continual dewatering where feasible.</li> </ul>	<p>The Project already <b>substantially conforms</b> to this mitigation measure, because the Project will implement <b>PM-HYD-1</b> through <b>PM-HYD-3</b>, as described above, pursuant to which the Project would comply with existing regulations regarding potential dewatering as well as low-impact development requirements. Compliance with these regulatory requirements would avoid or reduce potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control</p>

	<p>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.</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> <li>c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</li> </ul>	<p>Boards, Water Districts, and other groundwater management agencies.</p>
<p><b>HYD-3a:</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.</p>	<p><u>PMM HYD-1</u>. See above.</p>	<p>As discussed under <b>HYD-1</b>, the Project already substantially conforms to this mitigation measure, because the Project would implement <b>PM-HYD-1</b> through <b>PM-HYD-3</b>, which include stringent controls imposed via the City’s LID Ordinance and SUSMP regulations. Runoff associated with the Project would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or directed to the existing City storm drain system, captured in on-site below grade cisterns, and/or directed to the existing City storm drain system, and thus, would not encounter exposed soils. With the development of the Project, the Project Site’s current largely impervious nature would be maintained, and the Project’s drainage pattern would be generally similar to the existing pattern at the Project Site currently by conveying runoff to the City storm drain system. Thus, operation of the Project would not result in substantial hydrological changes or erosion or siltation on- or off-site, nor would the Project result in the alteration of the course of a stream or river.</p>

<p><b>HYD-3b:</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.</p>	<p><u>PMM HYD-1 and PMM HYD-2.</u> See above.</p>	<p>As described above under <b>HYD-1</b>, the Project already <b>substantially conforms</b> to this mitigation measure, and through compliance with existing regulatory measures as well as implementation of <b>PM-HYD-1</b> through <b>PM-HYD-3</b>, would not alter the existing drainage pattern of the area surrounding the Project Site. Furthermore, given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on- or off-site.</p>
<p><b>HYD-3c:</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p><u>PMM HYD-1 and PMM HYD-2.</u> See above.</p>	<p>As discussed under <b>HYD-1</b>, the Project already substantially conforms to this mitigation measure, because the Project would be subject to the provisions of the LID Ordinance and would also implement <b>PM-HYD-1</b> through <b>PM-HYD-3</b>, and runoff associated with the Project would be directed in non-erosive drainage devices to either landscaped areas for evaporation, captured and conveyed to on-site below grade cisterns, and/or directed to the existing City storm drain system. Pursuant to the City's review of the Project's compliance with existing regulations including applicable SUSMP requirements, stormwater runoff from the Project Site would be minimized and water quality standards would be preserved, thereby avoiding potential impacts to the existing stormwater drainage system.</p>
<p><b>HYD-4:</b> In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.</p>	<p><b>PMM HYD-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan</li> </ul>	<p>As described above under <b>HYD-1</b>, the Project already <b>substantially conforms</b> to this mitigation measure, and through compliance with existing regulatory measures as well as implementation of <b>PM-HYD-1</b> through <b>PM-HYD-3</b>, would not alter the existing drainage pattern of the area surrounding the Project Site. Furthermore, the Project Site is located approximately 12 miles away from the Pacific Ocean, with no nearby major waterbodies. Therefore, risks associated with seiches or tsunamis would be considered extremely low at the Project Site. In addition, the Project Site is located in an urbanized portion of the City of Los Angeles and is relatively flat, which limits</p>

	<p>flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>the potential for inundation by mudflow. Thus, there is low potential for inundation by seiche, tsunami, or mudflow, as the Project Site is not within a 100-year or 500-year flood hazard area according to FEMA’s Flood Insurance Rate Map.<sup>16</sup>. Therefore, the impacts related to drainage pattern alteration and/or flooding would be less than significant.</p>
<p><b>HYD-5:</b> Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p>	<p><u>PMM HYD-2</u>. See above.</p>	<p>As discussed under <b>HYD-2</b>, the Project would <b>substantially conform</b> with this mitigation measure because it will comply with existing regulations regarding potential dewatering as well as low-impact development requirements. Compliance with these regulatory requirements would avoid potential conflict or obstruction of water quality control plans or sustainable groundwater management plans that are within the jurisdiction and authority of the State Water Resources Control Board, LARWQCB, Water Districts, and other groundwater management agencies.</p>
<p><b>Land Use and Planning (LU)</b>Land Use and Planning</p>		
<p><b>LU-1:</b> Potential to physically divide an established community.</p>	<p><b>PMM LU-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Facilitate good design for land use projects that build upon and improve existing circulation patterns</li> <li>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> <li>— Selecting alignments within or adjacent to existing public rights of way.</li> <li>— 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.</li> <li>— Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> </ul> </li> </ul>	<p><b>No mitigation applies.</b> The Project does not contain features or new infrastructure that would cause a permanent disruption in the physical arrangement of the established community. Nevertheless, the Project would include pedestrian improvements, which would facilitate good design to improve existing pedestrian connections.</p>

<sup>16</sup> Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center, Parcel information for 4301-4311 Sunset Boulevard and 4300-4314 Effie Street (Assessor Parcel Numbers 5429-007 -006, -009, -010, -011, and -012), accessed May 29, 2020.

	<p>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:</p> <ul style="list-style-type: none"> <li>— Alignment shifts to minimize the area affected.</li> <li>— Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>— Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</li> </ul>	
<p><b>LU-2:</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.</p>	<p><b>PMM LU-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</p>	<p><b>No mitigation applies.</b> No mitigation is required, as the Project is consistent with applicable regional and local land use plans, policies, and regulations, as described below.</p> <p>As set forth in this exemption document, the Project is consistent with the general use designation, density, building intensity, and applicable policies of SCAG’s 2020-2045 RTP/SCS (see PRC Section 21155(a) consistency determination) as well as the RTP/SCS’s goals and policies (see Attachment B). Moreover, as discussed under <b>POP-1</b>, the Project is consistent with the growth projections contained in the 2020-2045 RTP/SCS. Accordingly, the Project does not conflict with the 2020-2045 RTP/SCS.</p> <p>In addition, the Project is consistent with applicable policies in the City of Los Angeles General Plan, including Framework Element Objectives 3.13 and 4.2 regarding the development of mixed-use multi-family residential and commercial developments along corridors that are well-served by transit. In addition, the Project’s market-rate and affordable units will support Objective 2.2 of the General Plan Housing Element by developing mixed-income housing and amenities near transit.</p> <p>The Project Site is subject to the Silver Lake -Echo Park —Elysian Valley Community Plan, and the Project’s multi-family residential and commercial uses are consistent with the Project Site’s land use designation of Neighborhood Commercial, and the existing zoning designations ([Q]C2-1VL and R4-1L). Moreover, as a mixed-use transit-oriented affordable housing project, the Project is consistent with the Community Plan’s goals and objectives regarding the provision of safe, secure and high quality residential housing for all economic, age, and ethnic demographics (Goal 1), to promote strong viable commercial</p>

		<p>areas that offer a diversity of goods and services (Goal 2), and to encourage alternative modes of transportation to the use of single occupant vehicles (Goal 11).</p> <p>Additionally, the Project’s proposed density, floor area, and development envelope are consistent with State density bonus law and the City’s implementing density bonus ordinance, which permit density increases and associated incentives, concessions, and waivers of development standards in conjunction with the provision of affordable housing.</p> <p>The Project would be consistent with applicable regional and local land use plans, policies, and regulations, and, thus, no mitigation applies.</p>
<b>Mineral Resources (MIN)</b>		
<p><b>MIN-1:</b> Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.</p>	<p><b>PMM MIN-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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:             <ul style="list-style-type: none"> <li>1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>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.</li> <li>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</li> </ul> </li> </ul>	<p><b>No mitigation applies.</b> The Project Site is fully developed, and no oil wells are present (Attachment H). There are no oil extraction operations or drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses. Therefore, this mitigation measure does not apply.</p>

	<p>mineral and aggregate resources following completion of the improvement and during long-term operations.</p> <p>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.</p>	
<p><b>MIN-2:</b> Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.</p>	<p><u>PMM MIN-1</u>. See above.</p>	<p><b>No mitigation applies.</b> There are no oil extraction operations or drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses (Attachment H). Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, this mitigation measure does not apply</p>
<p><b>Noise (NOISE)</b></p>		
<p><b>NOISE-1:</b> 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.</p>	<p><b>PMM NOISE-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> <li>a) Install temporary noise barriers during construction.</li> <li>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.</li> <li>c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</li> <li>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.</li> </ol>	<p>The Project will <b>substantially conform</b> to this mitigation measure through required compliance with applicable noise regulations as well as incorporation of Project measures intended to reduce increases in existing ambient noise levels resulting from the Project’s construction activities. These Project measures are identified below:</p> <p><b>PM-NOI-1:</b></p> <ul style="list-style-type: none"> <li>• 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, pursuant to LAMC Section 41.40.</li> <li>• Construction staging areas for the Project Site shall be as far from sensitive receptors as possible.</li> <li>• Temporary sound barriers, capable of achieving a sound attenuation of at least 10 dBA (e.g., construction sound wall or sound blankets), and capable of blocking the line-of-sight between the adjacent sensitive receptors, shall be installed.</li> </ul>

	<ul style="list-style-type: none"> <li>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.</li> <li>f) Designate an on-site construction complaint and enforcement manager for the project.</li> <li>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.</li> <li>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.</li> <li>i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</li> <li>j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</li> <li>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</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>• All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.</li> <li>• Two weeks prior to the commencement of construction at each Project Site, notification shall be provided to all surrounding residential, school, synagogue, studio, and other uses within 2,000 feet of the construction sites that discloses the construction schedule, including the types of activities and equipment that would be occurring/operating throughout the duration of the construction period.</li> <li>• Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 50 feet from abutting sensitive receptors.</li> <li>• Construction haul trucks shall avoid accessing residential streets and shall enter and exit the Project Site via Sunset Boulevard.</li> <li>• Construction workers shall park at designated locations and shall be prohibited from parking on nearby residential streets.</li> <li>• A noise disturbance coordinator shall be established to respond to local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaints and shall be required to implement reasonable measures such that the complaint is resolved. Notices shall be sent to neighboring land uses within 500 feet of the construction sites listing the telephone number for the disturbance coordinator. Signs shall also be posted at the Project Sites, legible at a distance of 50 feet, that provide contact information for the noise disturbance coordinator.</li> <li>• Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</li> <li>• Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust</li> </ul>
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	<p>completed under the supervision of a qualified acoustical consultant.</p> <p>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;</p> <p>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.</p> <p>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> <p>p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</p> <p>q) Use of portable barriers in the vicinity of sensitive receptors during construction.</p> <p>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.</p> <p>s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p> <p>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.</p> <p>u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.</p> <p>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.</p>	<p>ports on power equipment shall be muffled or shielded.</p> <ul style="list-style-type: none"> <li>• Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</li> <li>• Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.</li> <li>• Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.</li> <li>• Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</li> </ul> <p>Through required compliance with regulatory requirements and implementation of the above Project measures, the Project will be consistent with this mitigation measure.</p>
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	<ul style="list-style-type: none"> <li>w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> <li>x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.</li> <li>y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</li> </ul>	
<p><b>NOISE-2:</b> Generation of excessive groundborne vibration or groundborne noise levels.</p>	<p><u>PMM NOISE-1.</u> See above.</p> <p><b>PMM NOISE-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</li> <li>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).</li> </ul>	<p>See above for discussion of consistency with PMM NOISE-1.</p> <p>The Project will substantially conform to PMM-NOISE-2 due to its required compliance with existing regulations, including LAMC Section 91.3307.1., which requires adjoining public and private property to be protected from damage during construction, remodeling and demolition work, as well as incorporation of Project measures intended to further reduce vibration levels resulting from the Project’s construction activities to a less than significant level, as identified below under <b>PM-NOI-2:</b></p> <p><b>PM-NOI-2:</b></p> <ul style="list-style-type: none"> <li>• Adjoining public and private property shall be protected from damage during construction, remodeling and demolition work in compliance with all applicable City regulations, including LAMC Section 91.3307.1. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs.</li> <li>• Construction activities shall utilize rubber tired equipment in place of steel-track equipment whenever feasible</li> <li>• Construction haul trucks shall avoid driving over potholes and dips when arriving at or leaving the Project Site.</li> <li>• The construction contractor shall stage and warm-up construction equipment as far from nearby sensitive receptors as possible.</li> <li>• The noise disturbance coordinator identified in <b>PM-NOI-1</b> shall also be responsible for receiving local complaints about construction vibration. The</li> </ul>

	<p>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</p>	<p>disturbance coordinator shall determine the cause of the vibration complaints and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction sites and all signs, legible at a distance of 50 feet, at the construction sites shall list the telephone number for the disturbance coordinator.</p> <p>Through required compliance with regulatory requirements and implementation of the above Project measures, the Project will be consistent with this mitigation measure.</p>
<p><b>NOISE-3:</b> 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.</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b></p>
<p><b>Population and Housing (POP)</b></p>		
<p><b>POP-1:</b> Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b> As discussed above under <b>LU-1</b> and <b>LU-2</b>, no mitigation applies as the Project is consistent with the goals and policies of regional and local plans, and does not propose features or new infrastructure that would disrupt the physical arrangement of the established community or induce new growth in the vicinity of the Project Site. Accordingly, the Project’s use and development envelope are consistent with SCAG’s 2020-2045 RTP/SCS, the Los Angeles General Plan, the City’s zoning code, and State and City density bonus law .</p> <p>In addition, the projected population increase at the Project Site would be consistent with SCAG’s population projections for the City. Specifically, the addition of 262 residents represents a 0.0069 percent increase in resident population estimates for the</p>

		<p>City in 2012, 0.0063 percent of the estimated population in 2024 (the Project’s anticipated buildout year),and 0.0057 percent of the estimated population in the City by 2040.<sup>17,18</sup> This increase would not be considered a substantial increase in population for the area and is within the anticipated SCAG forecast for population. As such, population growth associated with the proposed project would be less than significant and no mitigation measures are required.</p> <p>These 108 residential units would represent a 0.0081 percent increase in the overall estimated housing units for the City in 2012, 0.0073 percent of the estimated housing units in 2024, and 0.0064 percent of the estimated housing units for the City by 2040.<sup>19</sup> This increase would not be considered a substantial increase in housing for the area as the addition of 108 new multi-family residential units is within the anticipated housing increases based on SCAG projections for housing. As such, housing growth associated with the proposed project would be less than significant and no mitigation measures are required.</p> <p>Due to its consistency with these regional and local plans and policies, the Project would not induce significant growth or accelerate development in an undeveloped area that exceeds projected/planned levels. Furthermore, the Project would respond to the general need for more housing in the region, which would help accommodate the growth forecast for the City. Accordingly, these mitigation measures do not apply.</p>
<p><b>POP-2:</b> Displace substantial numbers of existing people or housing, necessitating the</p>	<p><b>PMM POP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of</p>	<p><b>No mitigation applies.</b> This mitigation measure pertains to potential displacement effects associated with the acquisition of rights-of-way and subsequent construction of transportation projects and, therefore, is not applicable to the Project.</p>

17 The latest Citywide average household size is 2.42 residents per housing unit, based on 2017 Census American Community Survey 5-Year Estimate data (2013–2017), [www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2015/5-year.html](http://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2015/5-year.html), per correspondence with Jack Tsao, Housing Planner, Los Angeles Department of City Planning, July 31, 2019.

2.42 persons/housing unit x 108 units = 262 residents  
 Population Year 2012: (262 residents/3,845,500 total City of LA residents) x 100 = 0.0069 %  
 Population Year 2024: (262 residents/4,172,886 total projected City of LA residents) x 100 = 0.0063 %  
 Population Year 2040: (262 residents/4,609,400 total projected City of LA residents) x 100 = 0.0057 %  
 Housing Year 2012: (108 units/1,325,500 total City of LA units) x 100 = 0.0081 %  
 Housing Year 2024: (108 units/1,481,843 total projected City of LA units) x 100 = 0.0073 %  
 Housing Year 2040: (108 units/1,690,300 total projected City of LA units) x 100 = 0.0064 %

<p>construction of replacement housing elsewhere.</p>	<p>existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Prioritize the use existing ROWs, wherever feasible.</li> <li>c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</li> <li>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).</li> <li>e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.</li> </ul>	<p>Notwithstanding, while development of the Project would require the removal of one single-family residence and four rent-stabilized units (each containing one bedroom), it would not displace a substantial amounts of existing housing, as the Project would develop 108 new housing units at the Project Site, including 10 affordable housing units that would be restricted to very low income households for a period of 55 years. Accordingly, as the Project would result in a net increase of 103 new housing units at the Project Site, including 10 new restricted affordable housing units, it would therefore not necessitate the construction of replacement housing.</p>
<p><b>Fire Services</b></p>		
<p><b>PSF-1:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p><u>PMM PSP-1</u>. See below.</p>	<p>The Project already <b>substantially conforms</b> with PMM PSP-1 through its required compliance with existing regulatory requirements. The LAFD considers fire protection services for a project adequate if the project is within the maximum response distance for the type of land use proposed. LAMC Section 57.507.3.3 states the maximum response distances for highly intensive industrial and commercial land uses is 1 mile for an engine company and 1.5 miles for a truck company, while the maximum response distances for high-density residential and commercial neighborhood land uses such as the Project are 1.5 miles for an engine company and 2 miles for a truck company. If these distances are exceeded, all new structures would be required to install automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Code (e.g., fire signaling systems, fire extinguishers, smoker removal systems, etc.). With such systems installed, fire protection would be considered adequate even if the Project is located beyond the maximum response distance.</p> <p>The proposed Project is located approximately 0.5-miles southeast of LAFD Station 35, which is equipped with an</p>

		<p>“assessment light force” that consists of a truck company and an engine as well as a paramedic, and approximately 1.4 miles southwest of LAFD Station 56, which is equipped with an “assessment engine,” which consists of an engine and a paramedic <sup>20</sup> The Project Site therefore meets the distance requirements of Section 57.507.3.3, even for the highly intensive land use category of industrial/commercial. However, a final determination regarding response distances would be made by the LAFD during the Project’s plan check process, and if LAFD determines the Project is outside of the maximum response distance for both an engine and a truck company, the Project would be required to install automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Code.</p> <p>The Project would also be required to demonstrate compliance with Fire Code requirements as part of LAFD’s hydrant and access plan check review as well as LAFD’s fire and life safety plan review and inspection for new construction projects, as set forth in LAMC Section 57.118. In addition, to further ensure consistency with this mitigation measure, the following Project measures will be implemented:</p> <p><b>PM-PSF-1:</b> Construction contractors and work crews shall properly maintain the mechanical equipment according to best practices and the manufacturers’ procedures, ensure proper storage of flammable materials, and cleanup of spills of flammable liquid.</p> <p><b>PM-PSF-2:</b> The Applicant shall submit an emergency response plan to Los Angeles Fire Department prior to occupancy of the Project for review and approval. The emergency response plan would include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire stations. Any required modifications shall be identified and implemented prior to occupancy of the Project.</p>
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<sup>20</sup> LAFD Station Directory, September 2013, available at [http://www.lafdacs.org/pdf\\_files/FIRE%20STATION%20DIRECTORY%20Sept.%202013.pdf](http://www.lafdacs.org/pdf_files/FIRE%20STATION%20DIRECTORY%20Sept.%202013.pdf). See also <https://www.lafd.org/about/about-lafd/apparatus> and City of Los Angeles – Office of the City Administrative Officer, Fire Department Deployment of Resources Study, March 3, 2014, p. 30, available at [http://clkrep.lacity.org/onlinedocs/2012/12-0600-S28\\_misc\\_03-03-14.pdf](http://clkrep.lacity.org/onlinedocs/2012/12-0600-S28_misc_03-03-14.pdf).

		<p>Compliance with all State and City regulatory requirements and guidelines that address fire flow, response distance, and emergency access as well as implementation of and adherence to <b>PM-PSF-1</b> and <b>PM-PSF-2</b> will be equal to or more effective than PMM-PSP-1, which will ensure that impacts will remain less than significant, and the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire stations.</p>
<p><b>Police Services (PSP)</b></p>		
<p><b>PSP-1:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p><b>PMM PSP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<p>The Project would <b>substantially conform</b> to this mitigation measure through incorporation of measures that comply with the City’s public safety policies, as set forth in <b>PM-PSP-1</b>, below. These measures include implementation of on-site security features, coordination with the Los Angeles Police Department (LAPD), and incorporation of crime prevention features such as fencing of construction sites.</p> <p><b>PM-PSP-1:</b></p> <ul style="list-style-type: none"> <li>• During construction, the Project Site shall be secured with a temporary, 6-foot-high, commercial grade, chain-link construction fences to protect construction zones on the Project Site.</li> <li>• The Project Applicant shall provide for the deployment of a private security guard to monitor and patrol the Project Site during off hours, appropriate to the phase of construction throughout the construction period. The Project Applicant shall provide adequate lighting around the building in order to improve security.</li> <li>• The Project Applicant shall design the Project Site’s public and private recreational facilities in order to ensure a high visibility of these areas, including the provision of adequate lighting for security.</li> <li>• The Project Applicant shall provide the LAPD with the opportunity to review Project plans at the plan check stage of plan approval and shall incorporate any reasonable LAPD recommendations.</li> <li>• The Project Applicant shall provide the LAPD with a diagram of the Project Site, showing access routes and</li> </ul>

		<p>additional access information as requested by the LAPD, to facilitate police response.</p> <p>Compliance with all State and City regulatory requirements and guidelines that address police protection as well as the measures under <b>PM-PSP-1</b> will be equal to or more effective than PMM PSP-1 and, thus, ensure consistency to this mitigation measure, and the Project would not require the addition of a new police station or the expansion, consolidation, or relocation of an existing police station.</p>
<b>Schools (PSS)</b>		
<p><b>PSS-1:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p><b>PMM PSS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</li> </ul>	<p>The Project would <b>substantially conform</b> with this mitigation measure due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to LAUSD is required by law, and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995. Therefore, pursuant to existing regulatory requirements the Project would be consistent with this mitigation measure.</p>
<b>Library Services (PSL)</b>		
<p><b>PSL-1:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction</p>	<p><b>PMM PSL-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as</li> </ul>	<p><b>No mitigation applies.</b> The new residents generated by the Project would be anticipated to make use of the various Los Angeles Public Library (LAPL) libraries serving the Project Site, thereby increasing these libraries' service populations; however, all residents would not be anticipated to travel to the same library. Moreover, the Project's residential units would be equipped to receive individual internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations.<sup>21,22</sup> The LAPL also</p>

<sup>21</sup> Denise A. Troll, How and Why Libraries are Changing: What We Know and What We Need to Know, Carnegie Mellon University, 2002.

<sup>22</sup> Carol Tenopir, "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies," 2003.

<p>of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>appropriate and applicable, to mitigate identified CEQA impacts.</p>	<p>provides access to a variety of web-based collections, reducing the demand for physical library locations. Library patrons also have access to podcasts, language learning programs, instructional content, and electronic editions of newspapers and magazines through smartphone applications made available to library cardholders. Furthermore, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, and business tax, etc.)<sup>23</sup> that could be applied toward the provision of new library facilities and related staffing for any one of the libraries serving the Project Site and vicinity, as deemed appropriate. The Project's revenue to the General Fund would help offset the Project-related increase in demand for library services. Accordingly, the Project would not substantially increase the demand for library facilities and would not require the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts. Thus, impacts on library facilities would be less than significant, and this mitigation does not apply.</p>
<p><b>Recreation (REC)</b></p>		
<p><b>REC-1:</b> Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p><b>PMM REC-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</li> </ul>	<p>The Project would <b>substantially conform</b> with this mitigation measure due to its compliance with existing regulatory requirements. Specifically, any potential impacts to City recreational facilities by Project residents would be minimized through compliance with LAMC Section 12.21 (G), pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. In addition, pursuant to LAMC Sections 12.33 and 21.10.3, the Project will be required to make payment of any required park fees and dwelling unit construction taxes to the City. Therefore, pursuant to existing regulatory requirements, the Project would not require the addition of a new park or require the alteration or addition to an existing park or open space facility, and would not 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. Therefore, the Project is consistent with this mitigation measure.</p>

<sup>23</sup> City Administrative Officer, City of Los Angeles 2016–2017 Budget Overview, July 2016.

	<ul style="list-style-type: none"> <li>i. Increasing the accessibility to natural areas for outdoor recreation</li> <li>ii. Utilizing “green” development techniques</li> <li>iii. Promoting water-efficient land use and development</li> <li>iv. Encouraging multiple uses, such as the joint use of schools</li> <li>v. Including trail systems and trail segments in General Plan recreation standards.</li> </ul>	
<p><b>REC-2:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.</p> <p>Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p><u>PMM REC-1, PMM AQ-2, and PMM NOISE-1.</u> See above.</p>	<p>As described above under <b>REC-1</b>, the Project would <b>substantially conform</b> with PMM REC-1, PMM AQ-2, and PMM NOISE-1 through required compliance with the City’s existing regulatory requirements pertaining to parkland and recreational facilities, including payment of required park fees. Furthermore, the Project would not require the construction or expansion of recreational facilities because any potential impacts to City recreational facilities by Project residents would be minimized through compliance with LAMC Section 12.21 G, pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. Thus, the Project would be consistent with this mitigation measure.</p>
<p><b>Transportation, Traffic, and Safety (TRA)</b></p>		
<p><b>TRA-1:</b> Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</p>	<p>No mitigation required.</p>	<p><b>No mitigation applies.</b> A number of the identified mitigation measures would apply to the City or to regional transportation agencies and are therefore not relevant to the Project. Of those project-specific measures, the Project would incorporate a number of transportation-related measures as described below.</p> <p>The Project qualifies as a Transit Priority Project, meaning it is well served by local and regional transit, and is located within a</p>

		<p>both a High Quality Transit Area and a Transit Priority Area with access to alternative modes of transportation including public transit, bicycling, and walking. Specifically, the intersection of Sanborn Avenue/Santa Monica Boulevard/Sunset Boulevard, located approximately 0.05 mile from the Project Site, qualifies as a major transit stop because multiple bus routes with 15 minute headways or less during peak hours intersect at these points (Metro routes 2/302, 4, and 704). Furthermore, the Project Site fronts Sunset Boulevard, which has been designated by SCAG as a high quality transit corridor that fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Therefore, the Project Site satisfies the TPP CEQA exemption requirement by being less than one-quarter mile from a high quality transit corridor. Additional transit facilities are located in the general vicinity of the Project Site, including the Metro Red Line rail stations at Sunset Boulevard and Vermont Avenue and Santa Monica Boulevard and Vermont Avenue.</p> <p>In addition, there are existing bicycle facilities in the vicinity of the Project Site. A Class II bicycle lane exists along Sunset Boulevard, while Class II bicycle lanes exist along Santa Monica Boulevard east of Virgil Avenue, and a Class II bicycle lane along Virgil Avenue between Santa Monica Boulevard and Melrose Avenue was installed in 2014. A Class III bike route exists on Fountain Avenue west of Vermont Avenue. There are currently no other bicycle facilities in the Project vicinity; however, the 2010 City of Los Angeles Bicycle Plan calls for Class II bicycle lanes on Myra Avenue, Hyperion Avenue north of Fountain Avenue, Fountain Avenue west of Sunset Boulevard, and Vermont Avenue in the vicinity of the Project Site. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the City's Mobility Plan 2035, which consists of a Low-Stress Bikeway System (comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths) and a Bicycle Lane Network. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.</p> <p>During construction, the Project would be subject to <b>PM-TRA-1</b>, as described below, which requires the submittal of construction</p>
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		<p>staging and traffic control plans for review and approval by LADOT prior to the issuance of any construction permits. Implementation of this construction plan would reduce potential construction-related conflicts with transit, bicycle, and pedestrian traffic in the vicinity of the Project Site.</p> <p>During operation, the Project would encourage the utilization of transit due to its close proximity to the bus lines noted above, the Metro Red Line stations in the greater vicinity of the Project Site, and adjacent and nearby bicycle lanes. The redevelopment of the currently non-residential Project Site with new residential and neighborhood serving retail and restaurant uses will enhance the pedestrian environment along Sunset Boulevard and encourage additional foot traffic along this corridor. The Project would also include bicycle parking for its residents and patrons of its commercial uses, further facilitating non-vehicular forms of travel to and from the Project Site. In addition, the Project would incorporate a variety of TDM measures as well as infrastructure improvements, as described under <b>PM-TRA-2</b> and <b>PM-TRA-3</b>, which would encourage the use of active transportation and transit and assist in reducing automobile trips in the area. Furthermore, consistent with Mitigation Measure PMM TRA-1's recommendation to implement traffic and roadway management strategies to improve mobility and efficiency and to review and expand signal timing programs, the Project would install a new traffic signal and implement complimentary phasing and timing improvements pursuant to <b>PM-TRA-4</b>.</p> <p><b>PM-TRA-1:</b> Prior to the issuance of a demolition, grading or building permit, a detailed Construction Traffic Management Plan, including street closure information, detour plans, haul routes, and staging plans, will be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and will include, but not be limited to, the following elements as appropriate:</p>
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		<ul style="list-style-type: none"> <li>• Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);</li> <li>• Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;</li> <li>• Prohibiting hauling during peak hours;</li> <li>• Rerouting construction trucks to reduce travel on congested streets;</li> <li>• Prohibiting construction-related vehicles from parking on surrounding public streets;</li> <li>• Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;</li> <li>• Accommodating all equipment on-site;</li> <li>• Scheduling of construction-related deliveries to reduce travel during commuter peak hours; and</li> <li>• Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.</li> <li>• Notifying the LAUSD Transportation Branch and the site administrator of the King Middle School of the expected start and ending dates of construction. In addition, the contractor or their designee shall coordinate with LAUSD site administrators and/or designated representatives to ensure that effective measures are employed to reduce construction-related effects related to existing pedestrian and school bus routes, and school drop off/pick up areas on the proximate LAUSD facilities. In addition, throughout the duration of construction, the contractor shall maintain safe and convenient pedestrian routes to schools, and shall notify workers of the provision of the California Vehicle Code that requires vehicles to stop when encountering school buses using red-flashing-lights must-stop-indicators and that no staging or parking of construction-related vehicles, including worker-transport vehicles, shall occur on or adjacent to a school property.</li> </ul> <p><b>PM-TRA-2:</b> The Project will prepare a Transportation Demand Management (TDM) plan, which will be submitted to LADOT for</p>
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		<p>approval. A preliminary TDM plan will be prepared and provided for DOT review prior to the issuance of the first building permit for the Project, and a Final TDM Plan approved by DOT will be completed prior to the issuance of the certificate of occupancy for the Project. The TDM plan would include, but may not be limited to, the following TDM measures to encourage the use of active transportation and transit and assist in reducing automobile trips in the area:</p> <ul style="list-style-type: none"> <li>• Provide bulletin boards with transit and rideshare information.</li> <li>• Provide information about transit options to all new tenants and employees.</li> <li>• Offer one-month subsidized transit pass for new employees and new tenants with move-in package.</li> <li>• Provide bike repair station for tenants and employees.</li> <li>• Provide bicycle parking.</li> <li>• Provide signage on building showing the number of available public parking spaces.</li> <li>• Provide car-share parking spaces, if requested by a car-share operator.</li> <li>• Install concrete bus pad on Manzanita Street for new Route 4/704 bus stop, if desired by Metro.</li> <li>• Provide a designated parking area for employee carpools and vanpools with spaces striped to meet the employee demand and clearly identify the carpool/vanpool parking area at the driveway.</li> <li>• Provide clearly identified parking spaces in the carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces.</li> <li>• Provide information on the bulletin boards about the availability of preferential carpool/vanpool spaces and a description of the method for obtaining permission to use such spaces.</li> <li>• Provide a minimum clearance of 7 feet 2 inches for all parking spaces and access ways used by vanpool vehicles within the parking structure.</li> <li>• Commercial uses within the Project Site are urged to promote teleconferencing, telecommuting, flexible work hour programs to reduce unnecessary employee transportation, guaranteed ride homes, and to</li> </ul>
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		<p>promote and adopt a vanpooling program for employees.</p> <ul style="list-style-type: none"> <li>• The Project’s parking spaces shall be rented/leased separately from the Project’s residential dwelling units.</li> </ul> <p><b>PM-TRA-3:</b> The Project proposes to include the following frontage improvements:</p> <ul style="list-style-type: none"> <li>• Repair the damaged curb and sidewalk on Sunset Boulevard in front of the Project Site.</li> </ul> <p><b>PM-TRA-4:</b> The Project will implement the following signal and timing improvements:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal at Manzanita Street and Sunset Boulevard, including bicycle detection, subject to review and evaluation by LADOT.</li> <li>• Install left-turn phasing for westbound Sunset Boulevard at Manzanita Street.</li> </ul> <p>Implement corresponding signal modifications and signal timing changes at Sanborn Avenue/Santa Monica Boulevard/Sunset Boulevard.</p> <p>Thus, through the Project’s conformance with the transit-oriented policies of regional and local plans as well as incorporation of <b>PM-TRA-1</b> through <b>PM-TRA-4</b>, construction and operation of the Project would not result in a significant impact to the performance of the circulation system.</p>
<p><b>TRA-2:</b> Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).</p>	<p><b>PMM TRA-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• 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:</li> </ul>	<p>The Project would <b>substantially conform</b> with the relevant portions of this mitigation measure. As discussed under <b>TRA-1</b>, above, a number of the identified mitigation measures would pertain to the City or a regional transportation agency, and are therefore not relevant to the Project. Of the potential project-level mitigation, the Project already substantially conforms with the identified measures, as it is located within a TPA with access to alternative modes of transportation, including public transit, bicycling, and walking.</p> <p>Pursuant to CEQA Guidelines Section 15064.3(b)(1), development projects within one-half mile of a major transit stop shall generally be presumed to have a less than significant impact pertaining to VMT. Notwithstanding this presumption, the Project will also directly encourage the utilization of transit due to its close proximity to the Metro Red Line stations at</p>

	<ul style="list-style-type: none"> <li>— include TDM mitigation requirements for new developments;</li> <li>— incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>— provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> <li>— implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>— develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>— incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> <li>— implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>— set aside funding for TDM initiatives.</li> <li>— 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.</li> </ul>	<p>Sunset/Vermont and Sunset/Santa Monica and the other local bus lines in the area as discussed in the SCPE.</p> <p>In addition, pursuant to <b>PM-TRA-1</b>, the Project will implement a detailed Construction Traffic Management Plan to reduce potential congestion and conflicts during the construction phase of the Project. In addition, as discussed under <b>TRA-1</b>, the provisions of the CMP program no longer apply to any of the 89 local jurisdictions in Los Angeles County. Accordingly, the Project will be consistent with this mitigation measure.</p>
<p><b>TRA-3:</b> Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>No mitigation required.</p>	<p><b>Not mitigation applies.</b></p>
<p><b>TRA-4:</b> Result in inadequate emergency access.</p>	<p><b>PMM TRA-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such</p>	<p>The identified measures under PMM TRA-1 would primarily pertain to the City or a regional transportation or emergency management agency, and are therefore not applicable to the Project. Notwithstanding, the Project <b>substantially conforms</b> with those measures that could be applicable to a private</p>

	<p>measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> <li>— 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.</li> <li>— 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.</li> <li>— Scheduling of truck trips outside of peak morning and evening commute hours.</li> <li>— Limiting of lane closures during peak hours to the extent possible.</li> <li>— Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> <li>— Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> <li>— Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> <li>— Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</li> </ul>	<p>development project, as the Project would implement <b>PM-TRA-1</b> as described above, which requires the preparation and City approval of a Construction Traffic Management Plan, which would be implemented during Project construction to reduce and avoid potential impacts regarding emergency access. In addition, as described under consistency for <b>PMM PSF-1</b> and <b>PMM PSP-1</b>, the Project will undergo review by the LAFD and LAPD regarding site access and emergency response. Furthermore, Through implementation of these measures, the Project will be consistent with PMM TRA-2.</p>
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	<ul style="list-style-type: none"> <li>— Storage of construction materials only in designated areas.</li> <li>— Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.</li> <li>— 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.</li> <li>— Enhance emergency preparedness awareness among public agencies and with the public at large.</li> </ul>	
<b>Tribal Cultural Resources</b>		
<p><b>TCR-1:</b> Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is:</p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> </ul>	<p><u>PMM CULT-1.</u> See above.</p>	<p><b>No mitigation applies.</b> The Project is located within a highly developed urban area on a previously disturbed site and the potential for discovery of archaeological or tribal cultural resources is considered low. Nonetheless, to ensure Project consistency with PMM CULT-1, the Project would implement the relevant provisions of PMM CULT-1 pertaining to archaeological resources, as described above under <b>CULT-2</b>. The City has determined that these PMs are equal to or more effective than PMM CULT-1 regarding archaeological and tribal cultural resources.</p>

<p>subdivision (c) of Public Resources Code Section 5024.1.</p>		
<p><b>Solid Waste</b></p>		
<p><b>USSW-1:</b> 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.</p> <p><b>USSW-2:</b> Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</p>	<p><b>PMM USSW-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>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.).</li> <li>d) Reuse of existing structure and shell in renovation projects.</li> <li>e) Development of indoor recycling program and space.</li> <li>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.</li> <li>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</li> </ul>	<p>The Project would <b>substantially conform</b> with this mitigation measure through compliance with existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP 2018 Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2033) under current conditions.<sup>24</sup></p> <p>The City's Solid Waste Management Policy Plan (CiSWMPP) is a long-range policy plan adopted in 1993 to provide direction for the solid waste management. The objective of the CiSWMPP is to promote source reduction or recycling for a minimum of 50 percent of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020.</p> <p>The Plan's goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012.<sup>25</sup> The City also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) in 2006, which has the primary objective of achieving a zero waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal. The Project would be required to reduce the total estimated waste output through</p>

24 County of Los Angeles Department of Public Works, CoIWMP 2018 Annual Report, December 2019, page 37.

25 LASAN, Recycling, 2020. Available at: [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?\\_adf.ctrl-state=auguwwldg\\_5&\\_afLoop=10870014375826670#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguwwldg_5&_afLoop=10870014375826670#!), accessed July 7, 2020.

	<p>systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <p>i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</p> <p>j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p> <p>m) Provide education and publicity about reducing waste and available recycling services.</p> <p>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>	<p>these established City recycling programs, and would also be subject to the City’s Recycling Space Allocation Ordinance (Ordinance No. 171,687), which establishes requirements for the inclusion of recycling areas or rooms within development projects.</p> <p>In addition, in compliance with existing City standards and regulations, the Project would be required to recycle construction and demolition (C&amp;D) waste to the maximum extent possible pursuant to Ordinance No. 181,519 (Citywide Construction and Demolition Waste Recycling Ordinance) that requires all mixed C&amp;D waste generated within City limits to be taken to City-certified C&amp;D waste processors. Compliance with these regulations would ensure that construction waste is recycled and disposed of properly. Overall, compliance with existing regulations would ensure that the Project’s waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving consistency with this mitigation measure</p>
<b>Wastewater</b>		
<p><b>USWW-1:</b> Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p><u>PMM HYD-1.</u> See above.</p> <p><b>PMM USWW-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	<p>As described above under <b>HYD-1</b>, the Project would <b>substantially conform</b> with this mitigation measure because the Project would adhere to all applicable controls imposed via existing City and State regulations, including compliance with the LID Ordinance and grading/erosion requirements. Runoff from the Project Site would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or directed to the existing City storm drain system, captured in on-site below grade cisterns, and/or directed to the existing City storm drain system. Therefore, through compliance with these existing regulatory requirements, the Project would not result in a significant increase in site runoff or significant changes in local drainage</p>

	<p>ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</p>	<p>patterns, would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems, and would not require or result in construction of new storm water drainage facilities or expansion of existing facilities.</p> <p>As described in the Utilities Report prepared for the Project (Attachment N), a Sewer Capacity Availability Review (SCAR) that identifies the Project's estimated total flow was submitted to LASAN to verify capacity availability. Based on the approved SCAR, LASAN has confirmed that there is sufficient capacity to service the Project. As further described in the Utility Report, wastewater generated by the Project will be treated at the City's Hyperion Wastewater Treatment Plant, which has excess capacity to not only accommodate the Project's estimated total flow but also accommodate the projected population growth within the City. In addition, the City constantly plans for necessary capacity increases at Hyperion to accommodate projected wastewater generation based on population growth forecasts.</p> <p>In addition, the City's Integrated Resources Plan addresses the facility needs of the City's wastewater program, recycled water, and urban runoff/stormwater management through the year 2020, and for the next planning horizon, the City has developed the One Water Los Angeles 2040 Plan. As it relates to wastewater, the One Water LA 2040 Plan includes a Wastewater Facilities Plan, which would guide LASAN decisions on implementing system improvements to its wastewater collection and treatment facilities. The One Water LA 2040 Plan concludes that based on the design capacities and the projected future flows of each water reclamation plant within the City through year 2040, all existing water reclamation plants would have sufficient capacity to manage projected wastewater flows.<sup>26</sup> As such, the Project as well as other projects within the City could be served by the existing sewer infrastructure. In addition, pursuant to LAMC Section 64.15, the City will require sewer gauging and approval of a Sewer Capacity Availability Request before issuing permits for the Project, to ensure adequate infrastructure capacity.</p> <p>As previously described, LASAN also manages the City's storm drain infrastructure. In terms of stormwater runoff, the Project</p>
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<sup>26</sup> One Water LA 2040 Plan, Volume 2: Wastewater Facilities Plan, p. ES-1, April 2018.

		<p>would actually be expected to decrease the amount of runoff that would flow to nearby storm drains due to inclusion of LID BMPs to capture some of the stormwater. In addition, per City requirements, the Project would be required to comply with the Los Angeles County Department of Public Works Hydrology Manual and the City’s LID Ordinance to treat stormwater for pollutants and control runoff at buildout</p> <p>Thus, the Project would be consistent with this mitigation.</p>
<p><b>USWW-2:</b> 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.</p>	<p><u>PMM USWW-1. See above.</u></p>	<p>The Project would <b>substantially conform</b> to this mitigation measure as described above for <b>USWW-1</b>.</p>
<p><b>Water Supply</b></p>		
<p><b>USWS-1:</b> Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p><b>PMM USWS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>The Project would <b>substantially conform</b> with this mitigation measure through compliance with existing regulations as well as consistency with current regional population projections.</p> <p>Specifically, the addition of 262 residents represents a 0.0069 percent increase in resident population estimates for the City in 2012, 0.0063 percent of the estimated population in 2024 (the Project’s anticipated buildout year), and 0.0057 percent of the estimated population in the City by 2040.<sup>27,28</sup> This increase would not be considered a substantial increase in population for the area and is within the anticipated SCAG forecast for population. As such, population growth associated with the</p>

27 The latest Citywide average household size is 2.42 residents per housing unit, based on 2017 Census American Community Survey 5-Year Estimate data (2013–2017), [www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2015/5-year.html](http://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2015/5-year.html), per correspondence with Jack Tsao, Housing Planner, Los Angeles Department of City Planning, July 31, 2019.

2.42 persons/housing unit x 108 units = 262 residents

28 Population Year 2012: (262 residents/3,845,500 total City of LA residents) x 100 = 0.0069 %  
 Population Year 2024: (262 residents/4,172,886 total projected City of LA residents) x 100 = 0.0063 %  
 Population Year 2040: (262 residents/4,609,400 total projected City of LA residents) x 100 = 0.0057 %

	<ul style="list-style-type: none"> <li>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.</li> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.</li> </ul>	<p>proposed project would be less than significant and no mitigation measures are required.</p> <p>These 108 residential units would represent a 0.0081 percent increase in the overall estimated housing units for the City in 2012, 0.0073 percent of the estimated housing units in 2024, and 0.0064 percent of the estimated housing units for the City by 2040.<sup>29</sup> This increase would not be considered a substantial increase in housing for the area as the addition of 108 new multi-family residential units is within the anticipated housing increases based on SCAG projections for housing.</p> <p>Due to its consistency with these regional and local plans and policies, the Project would not induce significant growth or accelerate development in an undeveloped area that exceeds projected/planned levels. Moreover, the Los Angeles Department of Water and Power (LADWP) prepares an Urban Water Management Plan (UWMP) for City adoption every five years. The 2015 UWMP prepared and adopted by the City in 2015, is based on SCAG population projections from the 2012-2035 RTP/SCS, and determined that sufficient water supplies exist to serve the City through 2040.<sup>30</sup> Therefore, since the Project would be consistent with SCAG projections for population and housing, the Project would be accounted for in the UWMP's water demand estimates.</p> <p>In addition, to ensure that water demand is reduced to the extent feasible, the Project would be required to comply with City Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, 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).</p>
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29 Housing Year 2012: (108 units/1,325,500 total City of LA units) x 100 = 0.0081 %  
 Housing Year 2024: (108 units/1,481,843 total projected City of LA units) x 100 = 0.0073 %  
 Housing Year 2040: (108 units/1,690,300 total projected City of LA units) x 100 = 0.0064 %  
 30 City of Los Angeles Department of Water and Power, 2015 Urban Water Management Plan. June 2016.

		<p>Moreover, as described under <b>ENR-2</b>, as a TPP project seeking a CEQA exemption pursuant to SB 375, the Project would be required to design building and landscaping to achieve 25 percent less water usage than the average household in the region as part of the CEQA exemption process. As demonstrated in the CEQA Energy and Water Efficiency Compliance Technical Report prepared for the Project (Attachment E), the Project’s water use would be 72.0 percent below the regional baseline, which would be achieved through multiple measures including high efficiency water-using appliances such as low flow fixtures and faucets, and efficient irrigation systems in compliance with the Los Angeles Green Building Code.</p> <p>Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. To further ensure consistency with State, regional, and local water conservation regulations as well as PMM USWS-1, the following water reduction efforts identified under <b>PM-USWS-1</b> and <b>PM-USWS-2</b> would also be implemented.</p> <p><b>PM-USWS-1:</b> The Project shall implement all applicable mandatory measures within the Los Angeles Green Building Code that would have the effect of reducing the Project’s water use. Water demand will be further reduced through incorporation of the following:</p> <ul style="list-style-type: none"> <li>• High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.</li> <li>• Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.</li> <li>• High-efficiency Energy Star-rated dishwashers, if provided.</li> <li>• Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).</li> </ul>
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		<ul style="list-style-type: none"> <li>• Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.</li> <li>• No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.</li> <li>• High-efficiency clothes washers (water factor of 6.0 or less), if provided in either individual units and/or in a common laundry room(s).</li> </ul> <p><b>PM-USWS-2:</b> The Project shall comply with Ordinance No. 170,978 (Landscape Ordinance). Water demand will be further reduced through incorporation of the following:</p> <ul style="list-style-type: none"> <li>• Weather-based irrigation controller with rain shutoff.</li> <li>• Matched precipitation (flow) rates for sprinkler heads.</li> <li>• Drip/microspray/subsurface irrigation where appropriate.</li> <li>• Minimum irrigation system distribution uniformity of 75 percent.</li> <li>• Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.</li> <li>• Use of landscape contouring to minimize precipitation runoff.</li> <li>• A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.</li> </ul> <p>Through regulatory compliance and the implementation of the above Project measures, the Project will be consistent with this mitigation measure.</p>
<p><b>USWS-2:</b> Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.</p>	<p><u>PMM USWS-1.</u> See above.</p>	<p>The Project would <b>substantially conform</b> to this mitigation measure as described above for <b>USWS-1</b>.</p>
<p><b>Wildfire</b></p>		

<p><b>WF-1:</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.</p>	<p><b>PMM WF-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</li> <li>d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</li> <li>e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</li> <li>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</li> </ul>	<p><b>No mitigation applies.</b> As recognized in the 2020-2045 RTP/SCS, the Project Site is located in a highly urbanized area of the City. The Project Site is not located within a Very High Fire Hazard Severity Zone pursuant to the City’s ZIMAS system, nor is it located within a designated Fire Buffer Zone or Mountain Fire District by the 1996 City General Plan’s Safety Element.<sup>31,32</sup> Therefore, Mitigation Measure PMM WF-1 would not apply.</p>
<p><b>WF-2:</b> Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or</p>	<p><u>PMM HAZ-4.</u> See above.</p> <p><b>PMM WF-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>The Project would <b>substantially conform</b> with PMM HAZ-4 as described above for <b>HAZ-4</b>. Furthermore, as recognized in the 2020-2045 RTP/SCS, the Project Site is located in a highly urbanized area of the City. The Project Site is not located within a Very High Fire Hazard Severity Zone pursuant to the City’s ZIMAS system, nor is it located within a designated Fire Buffer Zone or Mountain Fire District by the 1996 City General Plan’s Safety</p>

31 City of Los Angeles, ZIMAS, 2020. Parcel information for 4301-4311 Sunset Boulevard and 4300-4314 Effie Street (Assessor Parcel Numbers 5429-007 -006, -009, -010, -011, and -012). Available at: <http://zimas.lacity.org/>, accessed September 17, 2020.

32 City of Los Angeles, Department of City Planning, 1996. City of Los Angeles General Plan, Safety Element. Available at: [https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety\\_Element.pdf](https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf), accessed September 17, 2020.

that may result in temporary or ongoing impacts to the environment.	<p>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</p> <ul style="list-style-type: none"> <li>— Submit a fire protection plan including the designation of fire watch staff;</li> <li>— Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;</li> <li>— Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and</li> <li>— Designate trained fire watch staff during project construction to reduce risk of fire hazards.</li> </ul>	Element. <sup>33,34</sup> Therefore, Mitigation Measure PMM WF-2 would not apply.
<b>WF-3:</b> Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.	PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4. See above.	The Project would be in <b>substantial conformance</b> with these mitigation measures as described above for <b>HAZ-4, HYD-1, WF-1, and WF-2.</b>

33 City of Los Angeles, ZIMAS, 2020. Parcel information for 4301-4311 Sunset Boulevard and 4300-4314 Effie Street (Assessor Parcel Numbers 5429-007 -006, -009, -010, -011, and -012). Available at: <http://zimas.lacity.org/>, accessed September 17, 2020.

34 City of Los Angeles, Department of City Planning, 1996. City of Los Angeles General Plan, Safety Element. Available at: [https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety\\_Element.pdf](https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf), accessed September 17, 2020.