

Attachment F
**Mitigation Measures from Prior
EIR – 2020-2045 RTP/SCS**



ATTACHMENT F

Mitigation Measures from Prior EIR – SCAG 2020-2045 RTP/SCS

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 Connect SoCal SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) Program Environmental Impact Report (PEIR), which was adopted on September 3, 2020, is applicable to the Project Site. The SCAG 2020-2045 RTP/SCS PEIR was prepared to evaluate the potential environmental impacts of the proposed 2020-2045 RTP/SCS. As part of that PEIR, mitigation measures were included that would reduce potentially significant impact 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.¹ The 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 respective lead agency (here, the City of Los Angeles [City]). Regional mitigation measures would be implemented by SCAG and are therefore not discussed in this table. Project level mitigation measures are those mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has identified that a project has the potential for significant effects. 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).

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Aesthetics (AES)		
AES-1: Potential for the Project to have a substantial adverse effect on a scenic vista.	PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.	No mitigation applies. Public Resources Code (PRC) Section 21099, enacted by Senate Bill (SB) 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. As discussed in the SCPE, PRC Section 21155(b) defines a Transit Priority Area (TPA) is defined as an area within one-half mile of

¹ Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Exhibit A: Mitigation Monitoring and Reporting Program, adopted May 2020. Available at: https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf. Accessed September 16, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</p> <p>Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</p> <p>Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</p> <p>Retain or replace trees bordering highways, so that clear-cutting is not evident.</p> <p>Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</p> <p>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,</p> <p>Use see-through safety barrier designs (e.g. railings rather than walls).</p>	<p>a major transit stop that is existing or planned. PRC Section 21064.3 defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As described in this exemption document under the criterion identified by PRC Section 21155(b)(3), the Project Site is located within one-half mile of a major transit stop, and is therefore located within a TPA.² Accordingly, the Project's potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Additionally, the Project would be required to comply with City Ordinance No. 170,978 (Landscape Ordinance), which requires that the Applicant shall submit a Landscape Plan prior to the issuance of a grading permit, which shall be 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>Therefore, while this mitigation measure does not apply to the Project due to the provisions of PRC Section 21099, compliance with existing regulatory requirements would be similar to this mitigation measure.</p>
<p>AES-2: Potential for the Project to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</p>	<p>No mitigation required.</p>	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 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 AES-1, the Project meets these statutory criteria. Furthermore, the Project Site currently contains 27 non-protected trees that would be replaced with 104 trees as detailed in the Landscape Plan</p>

2 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: <http://zimas.lacity.org/>, accessed June 2, 2020; City of Los Angeles Zoning Information (ZI) File No. 2452. The Los Angeles County Metropolitan Transportation Authority (Metro) B Line (Red) Hollywood and Western Station is 700 feet east of the Project Site.

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		prepared for the Project by HKS Architects, Inc. in July 2020 (Attachment J).
<p>AES-3: Potential for the Project 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>PMM AES-2: 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> <p>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.</p> <p>Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</p> <p>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.</p> <p>Design projects consistent with design guidelines of applicable general plans.</p> <p>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.</p> <p>Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:</p> <p>use transparent panels to preserve views where sound walls would block views from residences;</p> <p>use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; and</p>	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 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 AES-1, the Project meets these statutory criteria. In addition, the Project would meet the requirements set forth in Los Angeles Municipal Code (LAMC) Section 91.8104 by ensuring that 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. The Project would also be designed in accordance with City Ordinance No. 170,978, Landscape Ordinance Guidelines.</p>

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	<p>construct sound walls of materials whose color and texture complements the surrounding landscape and development.</p> <p>a. Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>	
<p>AES-4: Potential for the Project to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p>PMM AES-3: 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"> • Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. • Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances. • Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. • Use unidirectional lighting to avoid light trespass onto adjacent properties. • Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. • Provide structural and/or vegetative screening from light-sensitive uses. • Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. • Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. • Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 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 AES-1, the Project meets these statutory criteria.</p>

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Agricultural and Forestry Resources (AG)		
<p>AG-1: Potential for the Project 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>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential 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"> • 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. • Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. • Maintain and expand agricultural land protections such as urban growth boundaries. • Provide for mitigation fees to support a mitigation bank³ that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. • Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. • Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. 	<p>No mitigation applies. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists on or in the vicinity of the Project Site.⁴ The Project Site is located in an urbanized area of the City and is currently improved with an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot. Thus, none of the mitigation measures that pertain to agricultural and forestry resources are applicable to the Project.</p>
<p>AG-2: Potential for the Project to conflict with existing zoning for</p>	<p>PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each</p>	<p>No mitigation applies. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site,⁵ and there are no Williamson Act contracts</p>

3 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.

4 California Department of Conservation, Farmland Mapping & Monitoring Program, 2016 Los Angeles County Map. Available at: http://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fgis.conservacion.ca.gov%2Fserver%2Frest%2Fservices%2FDLRP%2FCaliforniaImportantFarmland_2016%2FFeatureServer&source=sd, accessed May 27, 2020.

5 California Department of Conservation, Farmland Mapping & Monitoring Program, 2016 Los Angeles County Map. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>. Accessed September 24, 2020

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agricultural use, or a Williamson Act contract.	Lead Agency, may include the following, or other comparable measures: <ul style="list-style-type: none"> • Project relocation or corridor realignment to avoid lands in Williamson Act contracts. • Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. 	in effect for the Project Site. ⁶ The Project Site is located in an urbanized area of the City and is currently improved with an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.
AG-3: Potential for the Project 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)).	PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: <ol style="list-style-type: none"> 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. 	No mitigation applies. The Project Site and surrounding vicinity are not zoned for forest land, timberland, or timberland zoned Timberland Production.
AG-4: Potential for the Project to result in the loss of forest land or conversion of forest land to non-forest use.	PMM AG-3. See above.	No mitigation applies. 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 an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project. See discussion under AG-3 for discussion of the Project’s consistency with this mitigation measure.

6 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, accessed June 26, 2020.

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<p>AG-5: Potential for the Project 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>PMM AG-2 and PMM GHG-1. See above and below.</p> <p>PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</p> <p>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>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>PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <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</p>	<p>No mitigation applies. The Project Site is currently not used for any agricultural uses and is not forest land; therefore, no agricultural use or forest land will be converted to non-forest uses. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project. See discussion under AG-2 and GHG-1 for discussion of the Project's consistency with those mitigation measures.</p>

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	seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	
Air Quality (AQ)		
AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	No mitigation applies.
AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize land disturbance. <p>Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</p> <p>Cover trucks when hauling dirt.</p> <p>Stabilize the surface of dirt piles if not removed immediately.</p> <p>Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</p> <p>Minimize unnecessary vehicular and machinery activities.</p> <p>Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</p>	<p>The Project substantially conforms with this mitigation measure as it will comply with existing regulations that have 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 National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and feasible. Adherence to the following requirements by SCAQMD, CARB, the State of California, and the federal government would further ensure consistency with PMM-AQ-1:</p> <p>Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.

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	<p>On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</p> <p>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.</p> <p>Ensure that all construction equipment is properly tuned and maintained.</p> <p>Minimize idling time to 5 minutes—saves fuel and reduces emissions.</p> <p>Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>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>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</p>	<ul style="list-style-type: none"> • 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"> - 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; - Pave the surface extending at least 100 feet and at least 20 feet wide; - Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or - Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. • Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts). • Ground cover in disturbed areas shall be replaced as quickly as possible. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • 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. • Large bulldozers and excavators shall be suspended during third smog alerts. <p>Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • The contractor shall use architectural coatings that average 50 grams (g)/ Liters of Volatile Organic Compound (L VOC) content or less. • The development shall utilize low VOC cleaning supplies.

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	<p>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>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>Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>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).</p> <p>As applicable for airport projects, the following measures should be considered:</p> <ol style="list-style-type: none"> a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. 	<p>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"> • Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. <p>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"> • Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers’ specifications. • All diesel-powered off-road construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency (USEPA) Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (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. • All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters. • When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible. <p>Compliance with these existing regulations would facilitate consistency with plans for attainment of air quality standards identified by SCAQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than PMM AQ-1. Therefore, the Project would be in substantial conformance with this mitigation measure.</p>

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	<p>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.</p> <p>As applicable for port projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. <p>As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> 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. <p>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>Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p>	

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units. <p>Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities</p>	
<p>AQ-3: 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>PMM AQ-1. See above.</p>	<p>As discussed above under AQ-1, the Project substantially conforms to 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.</p>
<p>AQ-4: Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>PMM AQ-1. See above.</p>	<p>The Project would be in substantial conformance with this mitigation measure, as it would implement Project measures in conformance with existing regulatory requirements as described above under AQ-1 to reduce</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		the Project's construction-related emissions. In addition, the Project would include multi-family residential units, which would not generate significant operational emissions, as an industrial or warehousing use could be expected to. Therefore, through compliance with existing regulatory requirements, the Project would be in substantial conformance with this mitigation measure, to the extent applicable.
AQ-5: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation required.	No mitigation applies.
Biological Resources (BIO)		
<p>BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.</p>	<p>PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts 	<p>The Project would substantially conform with this mitigation measure, as it would be developed on an existing residentially zoned parcel that is improved with an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot. 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, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife^{7,8} or U.S. Fish and Wildlife Service,⁹ 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 SCPE, the Project Site currently contains 27 non-protected trees that would be replaced with 104 trees (15 new street trees and 89 on-site trees), as detailed in the Landscape Plan prepared for the Project by HSK Architects, Inc. in July 2020 (Attachment J). None of the trees are considered protected by the City's Tree Preservation Ordinance No. 177,044.</p>

7 California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS). Available at: www.wildlife.ca.gov/Data/BIOS. Accessed July 8, 2020.

8 California Department of Fish and Wildlife, CDFW Lands. Available at: www.wildlife.ca.gov/Lands. Accessed July 8, 2020.

9 United States Fish and Wildlife Service, National Wetlands Inventory. Available at: www.fws.gov/wetlands/index.html. Accessed July 8, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat <ul style="list-style-type: none"> c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife. 	<p>However, the trees that are to be removed have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code Consistent with PMM BIO-1. The removal or pruning of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code, Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).</p> <p>Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15 to 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, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.</p> <p>Therefore, while this mitigation measure does not apply due to the lack of existing habitat or special status species at the Project Site, compliance with existing regulatory requirements would serve to reduce any potential adverse effects similar to this mitigation measure. Thus, the Project would substantially conform with the intent of this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.	
BIO-2: Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	PMM BIO-1. See above. PMM BIO-2: 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: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.	The Project would substantially conform with this mitigation measure PMM BIO-1 . See consistency analysis under PMM BIO-1 above. PMM BIO-2 would not apply. This mitigation measure does not apply to the Project because the Project is located in a fully urbanized area. The Project would replace the existing three-story structure, two-story structure, associated surface parking, and vacant lot on the Project Site. 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 discussed above under the PMM BIO-1 consistency analysis, there are no protected trees at the Project Site, and all tree removals would take place in conformance with the MBTA and State and local regulations. Therefore, PMM BIO-2 would not apply to the Project.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for furbearing mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project 	

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.</p> <p>p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</p> <p>q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</p> <p>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.</p>	
<p>BIO-3: 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>PMM BIO-1 and PMM BIO-2. See above.</p> <p>PMM BIO-3: 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> <p>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.</p> <p>b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.</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</p>	<p>No mitigation applies. See consistency analysis for PMM BIO-1 and PMM BIO-2 under BIO-1 and BIO-2, respectively.</p> <p>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.¹⁰</p>

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

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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"> — Permittee-responsible mitigation — Contribution of in-kind in-lieu fees — Use of in-kind mitigation bank credits — Where avoidance is determined to be infeasible and <p>d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> — Avoidance; — Impact Minimization; — On-site alternatives; and — Off-site alternatives. <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>BIO-4: 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>PMM BIO-1 through PMM BIO-3. See above</p> <p>PMM BIO-4: 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> <ul style="list-style-type: none"> a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. 	<p>See consistency analysis above under PMM BIO-1, PMM BIO-2, and PMM BIO-3.</p> <p>The Project would substantially conform with PMM BIO-4 for the reasons stated below. The Project Site is located in a developed, urban area and the Project would replace the existing three-story structure, two-story structure, associated surface parking, and vacant lot. The Project Site is surrounded by other existing urban uses including retail establishments, hotels, restaurants, and multi-family residences. Therefore, the Project would 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; 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>The Project Site currently contains 27 non-protected trees that would be replaced with 104 trees, as detailed in the Landscape Plan prepared for the Project by HSK Architects, Inc. in July 2020 (Attachment J). However, the trees that are to be removed have the potential to support nesting birds that are protected under the MBTA, which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code Consistent with Mitigation Measure PMM BIO-4. The removal of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: 	<p>California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).</p> <p>Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources, and would be in substantial conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> — Wildlife movement buffer zones — Corridor realignment — Appropriately spaced breaks in center barriers — Stream rerouting — Culverts — Creation of artificial movement corridors such as freeway under- or overpasses — Other comparable measures <p>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>BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>PMM BIO-1 through PMM BIO-4. See above</p> <p>PMM BIO-5: 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> <ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure 	<p>See consistency analysis above regarding PMM BIO-1, PMM BIO-2, PMM BIO-3, and PMM BIO-4.</p> <p>The Project would substantially conform with these mitigation measures for the reasons stated below. The Project Site is located in a developed, urban area. The Project would not be developed on existing open space or sensitive habitat. As described above under PMM BIO-1, the Project Site does not contain any trees subject to the regulations of the City’s protected tree ordinance. The Project Site currently contains 27 non-protected trees that would be replaced with 104 trees. Since the Project would remove street trees, the Project would require an Urban Forestry tree removal permit.</p> <p>Furthermore, as discussed under PMM BIO-1, 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 in substantial conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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>e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another</p>	<p>Given that the Project would remove trees, the Project will substantially conform with this mitigation measure, as it would be required to comply with the MBTA (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15 to September 15) to ensure that significant adverse effects to migratory birds would not occur.</p> <p>The Project is located in a developed, urban area and would be replacing an existing three-story structure, a two-story structure, associated surface parking, and a vacant lot. Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources, and would be in substantial conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> — Avoidance strategies — Contribution of in-lieu fees — Planting of replacement trees — Re-landscaping areas with native vegetation post-construction — Other comparable measures developed in consultation with local agency and certified arborist. 	
<p>BIO 6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p>PMM BIO-1 through PMM BIO-5. See above.</p> <p>PMM BIO-6: 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> <p>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</p> <p>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</p>	<p>No mitigation applies. See above for consistency analysis regarding PMM BIO-1, PMM BIO-2, PMM BIO-3., PMM BIO-4, and PMM BIO-5.</p> <p>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.¹¹ Furthermore, the Project Site is not within or adjacent to any existing Significant Ecological Area.¹² Therefore, this mitigation measure does not apply.</p>

11 California Department of Fish & Wildlife, California Regional Conservation Plans. Available at: www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans. Accessed June 25, 2020.
Natural Community Conservation Plans. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed June 25, 2020.

12 County of Los Angeles, Significant Ecological Areas. Available at: planning.lacounty.gov/site/sea/. Accessed June 25, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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.</p>	
Cultural Resources (CULT)		
<p>CULT-1: P Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.</p>	<p>PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Pursuant to <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. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: 	<p>The Project would be in substantial conformance with this mitigation measure. During the Project’s construction phase, excavation and grading of the Project Site would occur.</p> <p>The HRA assessed the potential for both direct impacts onsite and indirect impacts to offsite on historical resources in the Project vicinity. By employing the criteria for shade studies established in the City’s CEQA thresholds, a 270-foot buffer was established for the project footprint. HistoricPlacesLA was reviewed to determine if properties listed or eligible for listing in the National Register of Historic Places, California Register of Historical Resources, designation as a City Historic-Cultural Monument, or contributors to an established or potential Historic Property Overlay Zones are located within the 270-foot buffer. Additionally, the 2020 CRA Hollywood Project Area Survey was reviewed to determine if historical resources are located within the 270-foot buffer. The California Office of Historic Resources Built Environment Resource Database (BERD) was reviewed in October 2020. The City of Los Angeles Historic-Cultural Monument list was also reviewed.</p> <p>Vibration impacts to the property located at 5611 Carlton Way, identified as a known historical resource, and located adjacent to the proposed Project, were reviewed to determine whether indirect vibration impacts from construction would occur to the historical resource. As</p>

	<ul style="list-style-type: none"> — Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. — Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. <p>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project</p>	<p>determined in the HRA, based on the available information provided by the California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA), the property located at 5611 Carlton Way is not anticipated to incur damage from vibrations caused by construction at the proposed Project Site.</p> <p>Nonetheless, out of an abundance of caution, the Project would comply with PM-CULT-1, as detailed below, to monitor vibration levels to ensure they remain below the impact threshold of 0.2 in/sec PPV for protection of the adjacent historical resource, 5611 Carlton Way and 0.12 in/sec PPV for the other historical resources within the 0.25-mile radius.</p> <p>Since all new construction associated with the Project would be contained within the Project Site, and the Project Site does not contain any historic resource or resources, the Project would not physically alter or demolish any historical resources located on or adjacent to the Project Site. Therefore, the Project would be in substantial conformance with this mitigation measure.</p> <p>PM-CULT-1:</p> <ul style="list-style-type: none"> • 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. • Construction activities shall utilize rubber-tired equipment in place of steel-track equipment whenever feasible. • The construction contractor shall stage and warm-up construction equipment as far from nearby sensitive receptors as possible. • No impact or vibratory pile driving shall be permitted. Drilled pile driving or other method that generates similar or less vibration shall be permitted. • Use of large bulldozers (300 horsepower or greater) and caisson drilling related to placing piles shall not occur within 15 feet of the adjacent sensitive
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Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data</p>	<p>receptors located at 5611 Carlton Way and 5610 Hollywood Boulevard.</p> <ul style="list-style-type: none"> • Vibratory mode for any rollers or equivalent equipment shall be turned off, when feasible, within 26 feet of adjacent residences or sensitive receptors. • Prior to the start of Project construction, the Applicant shall retain the services of a qualified structural engineer to conduct pre-construction surveys to document the conditions at the boundary of the Project Site (surveys conducted on the Project Site) adjacent to 5611 Carlton Way and document the apparent physical condition of the readily-visible features, including but not limited to the exterior building structure of the existing building at 5611 Carlton Way. The Applicant shall request access to the interior to observe interior walls and ceiling finishes. If access is denied, interior conditions would not be considered as existing physical conditions. • The Applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring system capable of documenting the construction-related ground vibration levels at the existing building at 5611 Carlton Way during demolition of the existing parking lot, excavation and pile installation, where heavy construction equipment (e.g., large bulldozer, excavator, drill rig) would be operating within 25 feet of 5611 Carlton Way. Vibration monitoring shall include the following: <ul style="list-style-type: none"> ○ The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in in/sec to determine whether the groundborne vibration levels at the boundary of the Project Site adjacent to the existing buildings at 5611 Carlton Way reach 0.2 PPV in/sec. Vibration data shall be stored on a one-second interval. • The vibration monitoring system shall also be programmed for two preset velocity levels: a warning

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	<p>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 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 reinternment in an area designated by the tribe.</p>	<p>level of 0.15 inches/second (PPV) and a regulatory level of 0.2 inches/second (PPV). The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels.</p> <ul style="list-style-type: none"> ○ In the event the warning level of 0.15 PPV in/sec at the façades of the existing buildings at 5611 Carlton Way, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques. Construction activities may then restart. ○ In the event the regulatory level 0.2 PPV in/sec (PPV) is triggered at the façades of the existing buildings at 5611 Carlton Way, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques. The qualified professional shall halt the construction activities in the vicinity of 5611 Carlton Way, as applicable, and visually inspect the adjacent façades of these existing buildings for any damage. Results of the inspection must be logged. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level of 0.15 PPV. Construction activities may then restart. <ul style="list-style-type: none"> ● In the event damage occurs due to construction vibration, such damage shall be repaired in accordance with the Secretary of Interiors' standards, as applicable. <p>Therefore, no historical resources would be materially impaired by the Project, and the Project would be in substantial conformance with the mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		For a discussion of potential impacts to archaeological resources and/or tribal cultural resources, see CULT-3 below.
CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	PMM CULT-1. See above.	The Project substantially conforms with this mitigation measure. 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. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney’s office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, PRC, and shall comply with the City’s AB 52 Confidentiality Protocols.
CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	PMM CULT-2: 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: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: — Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means	The Project substantially conforms 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, 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. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered unexpectedly during construction demolition and/or grading activities, it is required 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: — Stop immediately and contact the County Coroner:

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.</p> <p>— If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</p>	<p>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)</p> <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 immediately notify the person it believes to be the most likely descendent of the deceased Native American.</p> <ul style="list-style-type: none"> – 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. <p>If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.</p>
Energy (ENR)		
ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation required.	No mitigation applies.
ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No mitigation required.	No mitigation applies.
Geology and Soils (GEO)		
GEO-1: 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	No mitigation required.	No mitigation applies.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>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.</p>		
<p>GEO-2: Result in substantial soil erosion or the loss of topsoil.</p>	<p>PMM GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include 	<p>The Project substantially conforms with 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 Geotechnical Investigation: Proposed Mixed-Use Development, 5600 Hollywood Boulevard, Los Angeles, California 90028, prepared by Langan Engineering and Environmental Services, Inc. (Attachment H). Specifically, as required by LAMC Section 91.7006, a design-level geotechnical report shall be reviewed and approved by LADBS that incorporates the recommendations of these existing 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.</p> <p>The Project would also be required to comply with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ to prevent short-term construction water quality (including erosion and sedimentation issues) impacts. These mandatory requirements would minimize soil erosion and the transmission of sediment into the City's separate storm water sewer system.</p> <p>The Project's construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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>with erosion to permitted levels. The Project would also be designed to comply with the City of Los Angeles' Low Impact Development (LID) Ordinance.</p> <p>Therefore, the Project would be in substantial conformance with this mitigation measure.</p>
<p>GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>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</p>	<p>No mitigation applies. The Project substantially conforms to this mitigation measure as the Project would be required to comply with existing regulations related to the discovery of unknown paleontological resources, should they be encountered during ground disturbing activities as outlined in PMM GEO-2. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety (LADBS) shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other</p>

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	<p>practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.</p> <p>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.</p> <p>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting 	<p>portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Therefore, the Project would substantially conform with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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.</p> <p>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</p> <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	
Greenhouse Gas Emissions and Climate Change (GHG)		
<p>GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:</p>	<p>The Project would substantially conform with this mitigation measure as described below. The Project's generation of greenhouse gas (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 the emissions of GHGs applicable to the SCAG region. 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. Moreover, pursuant to PMM</p>

	<ul style="list-style-type: none"> i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment. v) Use high-efficiency lighting and cooking devices. vi) Incorporate passive solar design. vii) Use high-reflectivity building materials and multiple glazing. viii) Prohibit gas-powered landscape maintenance equipment. ix) Install electric vehicle charging stations. x) Reduce wood burning stoves or fireplaces. xi) Provide bike lanes accessibility and parking at residential developments. <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"> i) Use energy and fuel-efficient vehicles and equipment; ii) Deployment of zero- and/or near zero emission technologies; iii) Use lighting systems that are energy efficient, such as LED technology; iv) Use the minimum feasible amount of GHG-emitting construction materials; v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; 	<p>USWS-1, 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, 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 15.1 percent less than Title 24, Part 6 (2019), as detailed in the Energy Modeling Summary prepared for the Project by Henderson Engineers in July 2020 (Attachment D1). The Project's water use would be 49 percent below the average household use in the SCAG region, as detailed in the Water Efficiency Compliance report prepared by Henderson Engineers in May 2020 (Attachment D2). 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 TRA-2, the Project 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</p>
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	<ul style="list-style-type: none"> vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii) Incorporate design measures to reduce water consumption; ix) Use lighter-colored pavement where feasible; x) Recycle construction debris to maximum extent feasible; xi) Plant shade trees in or near construction projects where feasible; and xii) Solicit bids that include concepts listed above. <p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> i) Promote transit-active transportation coordinated strategies; ii) Increase bicycle carrying capacity on transit and rail vehicles; iii) Improve or increase access to transit; iv) Increase access to common goods and services, such as groceries, schools, and day care; v) Incorporate affordable housing into the project; vi) Incorporate the neighborhood electric vehicle network; vii) Orient the project toward transit, bicycle and pedestrian facilities; viii) Improve pedestrian or bicycle networks, or transit service; ix) Provide traffic calming measures; x) Provide bicycle parking; xi) Limit or eliminate park supply; xii) Unbundle parking costs; xiii) Provide parking cash-out programs; and xiv) Implement or provide access to commute reduction program. <p>f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</p> <p>g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and</p> <p>h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:</p>	<p>would result in reduced energy consumption, reduced VMT, and corresponding reduction in GHG emissions, in substantial conformance with the project-related mitigation identified by SCAG.</p>
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Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> i) Provide car-sharing, bike sharing, and ride-sharing programs; ii) Provide transit passes; iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi) Provide employee transportation coordinators at employment sites; vii) Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> i) Developing on infill and brownfields sites; ii) Building compact and mixed-use developments near transit; iii) Retaining on-site mature trees and vegetation, and planting new canopy trees; iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. 	

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>PMM GHG-1. See above.</p>	<p>The Project would substantially conform with these mitigation measures for the reasons stated below. As discussed under GHG-1, 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 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 GHG-1 for discussion of the Project's consistency with this mitigation measure.</p>
<p>Hazards and Hazardous Materials (HAZ)</p>		
<p>HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The 	<p>The Project would substantially conform with 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 urban residential 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.</p> <p>Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances.</p> <p>In addition, due to the presumed presence of asbestos containing materials (ACM) and lead based paint (LBP) at the Project Site, compliance with all applicable City, State, and federal regulations regarding investigation</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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:</p> <ul style="list-style-type: none"> — The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. — The location of such hazardous materials. — An emergency response plan including employee training information. — A plan that describes the way these materials are handled, transported and disposed. <p>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p> <p>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</p> <p>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.</p>	<p>and removal of these materials would be required. Furthermore, although the prior Phase I Environmental Site Assessments (ESAs) and preliminary endangerment assessment (PEA) prepared for the Project (see Attachment E) did not identify any recognized environmental conditions (RECs) or contaminants of potential concern (COPCs) at the Project Site, given the past presence of auto-related uses upon a portion of the Project Site, a soils management plan is to be prepared in the event that contaminated soil may be identified during Project construction activities.</p> <p>Furthermore, the Phase I environmental assessments prepared for the Project (Attachment E did not identify any recognized environmental conditions (RECs) or environmental issues in connection with the Project Site. Therefore, the City has determined that the Project's compliance with existing regulatory measures is equal to or more effective than PMM HAZ-1.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</p> <p>p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</p> <p>q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</p>	
<p>HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>MM-HAZ-1(b). See above.</p> <p>PMM HAZ-2: 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: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <p>a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</p> <p>b) More stringent tank car safety standards;</p> <p>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</p> <p>d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</p> <p>e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</p> <p>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;</p>	<p>As described above, under HAZ-1, the Project would substantially conform with PMM HAZ-1 through compliance with all applicable regulatory requirements and incorporation of identified Project measure.</p> <p>As part of the Phase I ESAs for the Project Site, a review of all major governmental databases was conducted any information related to hazardous materials on, or in the immediate vicinity, of the Project Site. While results showed that nearby properties were listed in the regulatory databases, the Project Site itself was not identified in any of the regulatory databases reviewed. Based upon the review of all pertinent regulatory documents, the Phase I ESAs concluded that there is only a low potential for any toxic or hazardous contamination to the Project Site from any of these off-site listed sources.^{13,14}</p> <p>In addition, during construction, all potentially hazardous materials encountered and used at the Project 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>

13 EFI Global, Inc., 2018. Phase I Environmental Site Assessment Report: 5607 West Carlton Way and 1655 North St. Andrews Place, Los Angeles, California 90028. Provided in Attachment E1.

14 Western Environmental Engineers, Co. (WEECO), 2018. Phase I Environmental Site Assessment Report, 5604-5610 Hollywood Boulevard, Los Angeles, California 90028. Provided in Attachment E2.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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;</p> <p>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.</p>	<p>Moreover, as described above under PMM HAZ-1, any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard.. Therefore, the Project is in substantial conformance with this mitigation measure.</p>
<p>HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p>PMM HAZ-1 and PMM HAZ-2. See above.</p> <p>PMM HAZ-3: 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> <p>a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</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>As described above, under HAZ-1 and HAZ-2, the Project would substantially conform with PMM HAZ-1 and PMM HAZ-2, to the extent applicable. The nearest school to the Project Site is Grant Elementary School, which is less than 100 feet away, located south of the Project Site across Carlton Way. The Project would not emit or handle hazardous materials or substances other than those typical in other multi-family residential developments during operation. In addition, all potentially hazardous materials encountered during construction would be used and stored in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations and, thus, impacts would be minimized. Furthermore, as described above under PMM HAZ-1, the removal of any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. Therefore, the Project is in substantial conformance with this mitigation measure.</p>
<p>HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.</p>	<p>PMM HAZ-4: 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</p>	<p>The Project would be in substantial conformance with these mitigation measures for the reasons stated below.</p> <p>As part of the Phase I ESAs prepared for the Project Site (Attachments E1 and E2) and summarized in the PEA (Attachment E3), 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</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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 construction activities would potentially affect a particular development or building.</p> <p>f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p>	<p>include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency (CalEPA). 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, as described above under PMM HAZ-1, the removal of any identified ACM or 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.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>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.</p> <p>k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p> <p>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.</p>	

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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.</p> <p>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.</p> <p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	
<p>HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.</p>	<p>PMM NOISE-1. See below.</p>	<p>No mitigation applies. This mitigation measure does not apply to the project as the Project would not be located within two miles of a public airport or public use airport. Nevertheless, the Project will substantially conform to this mitigation measure through required compliance with applicable noise regulations, including LAMC Section 41.40, Section 112.02 and Section 114.02, which are intended to reduce increases in existing ambient noise levels resulting from the Project's construction activities. See discussion under NOISE-1</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		for discussion of the Project's consistency with this mitigation measure.
<p>HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>PMM HAZ-1 through PMM HAZ-4, and PMM TRA-2. See above and below.</p> <p>PMM HAZ-5: 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"> a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. 	<p>The Project would substantially conform to 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 PSF-1). 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, and none of the surrounding roadways would be significantly impeded. As described in TRA-2, below, the Project would be subject to PM-TRA-1, 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 HAZ-5. See discussions under HAZ-1 through HAZ-3, and TRA-4 for discussion of the Project's consistency with PMM HAZ-1 through PMM HAZ-3, and PMM TRA-2.</p>
<p>HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</p>	<p>PMM WF-1. See below.</p>	<p>No mitigation applies. This mitigation measure does not apply to the Project, because there are no wildlands in the Project vicinity, and the Project Site is not near a wildland fire hazard.¹⁵ Furthermore, the Project is subject to regulatory requirements, such as adherence to the City's Fire Code requirements, such as submitting a fire safety plan to LAFD for their review and approval pursuant to LAMC Section 57.118.</p>
<p>Hydrology and Water Quality (HYD)</p>		

¹⁵ City of Los Angeles, ZIMAS Parcel Profile Report for 5600 Hollywood Boulevard. Available at: <http://zimas.lacity.org/>, accessed July 2, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p>	<p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such 	<p>Substantially conforms. 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. The Project would comply with LAMC Chapter IX, Division 70, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. The Project would also be designed to comply with the City's LID Ordinance.</p> <p>Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation (LASAN) Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.</p> <p>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 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.</p> <p>During operation the Project would be required to comply with the City's LID Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires replace or creates more than 500 square feet of impervious area. 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</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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>Ordinance the Project would be required to capture and treat the runoff volume produced by the 85th percentile storm event 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 Stormwater and Urban Runoff Pollution Control Ordinance, 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>Consistent with the City’s Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 181,899 and No. 183,833), the Project would be required to adhere to City discharge requirements and would implement BMPs meant to reduce stormwater pollution during demolition, grading, and construction activities. Therefore, through compliance with existing regulatory requirements, the Project would be in substantial conformance with this mitigation measure.</p>
<p>HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p>	<p>PMM HYD-2: 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> <p>a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with</p>	<p>The Project would substantially conform to this mitigation measure, because, as described above, 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, LARWQCB, Water Districts, and other groundwater management agencies.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>appropriate building codes and standard practices including the Uniform Building Code.</p> <p>b) 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.</p> <p>c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</p> <p>d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</p>	
<p>HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.</p>	<p>PMM HYD-1. See above.</p>	<p>As discussed under HYD-1, the Project would substantially conform to this mitigation measure, because the Project would implement 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>HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.</p>	<p>PMM HYD-1 and PMM HYD-2. See above.</p>	<p>As described above under HYD-1, the Project would substantially conform to this mitigation measure, and through compliance with existing regulatory measures, 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. Therefore, the would be in substantial conformance with these mitigation measures.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>PMM HYD-1 and PMM HYD-2. See above.</p>	<p>As discussed under HYD-1, the Project would substantially conform to this mitigation measure, because the Project would be subject to the provisions of the LID Ordinance, 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>HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.</p>	<p>PMM HYD-4: 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> <p>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>No mitigation applies. No mitigation is required, as the Project Site is not within a 100-year or 500-year flood hazard area according to Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map.¹⁶ Thus, the Project would not place structures in an area that would impede or redirect flood flows.</p> <p>No mitigation is required. The Project Site is located approximately 12.7 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 and is relatively flat with intervening structures between the Pacific Ocean and the Project Site, which limits the potential for inundation by mudflow. Thus, there is low potential for inundation by seiche, tsunami, or mudflow and the Project would be consistent with this mitigation measure.</p>
<p>HYD-5: Conflict with or obstruct implementation of a water quality</p>	<p>PMM HYD-2. See above.</p>	<p>As discussed under HYD-2, the Project substantially conforms to this mitigation measure, because the Project will, as described above, comply with existing</p>

¹⁶ Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center, Parcel information for 5600 Hollywood Boulevard, accessed September 24, 2020. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel #06037C1617G, the Project Site is located within an Area of Minimal Flood Hazard.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
control plan or sustainable groundwater management plan.		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.
Land Use and Planning (LU)		
LU-1: Potential for the Plan to physically divide an established community.	<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects 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"> a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> — Selecting alignments within or adjacent to existing public rights of way. — Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. — Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> — Alignment shifts to minimize the area affected. — Reduction of the proposed right-of-way take to minimize the overall area of impact. — Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 	No mitigation applies. This mitigation does not apply to the Project because 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.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>PMM LU-2: 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>No mitigation applies. 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). 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’s General Plan, including Framework Element Objective 3.13 regarding the development of multi-family residential developments along corridors that are well-served by transit. In addition, the Project’s 40 Very Low Income affordable units and 160 standard rate units within one-half mile of the Metro B (Red) Line Hollywood/Western Station will support Objective 2.2 of the General Plan’s Housing Element by developing mixed-income housing and amenities near transit opportunities.</p> <p>The Project Site is also subject to the Hollywood Community Plan,¹⁷ and the Project is consistent with its land use designation of High Density Residential as well as the existing zoning designation. The Project Site is designated for High Density Residential land uses by the Hollywood Community Plan. The southern two parcels are zoned R4-2, and the northern three parcels are zoned [Q]R5-2. R4-2 and [Q]R5-2 allow for residential uses.</p> <p>Moreover, as a multi-family residential transit-oriented project containing affordable housing, the Project is consistent with the Community Plan’s goals and objectives regarding the provision of housing to satisfy the needs of all low and medium income segments of the community (Residential Objectives 1 and 2) and</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>encouraging alternative modes of transportation (Circulation Objectives 2 and 3).</p> <p>Additionally, the Project's proposed density, floor area, and development envelope are consistent with the City's Transit Oriented Communities Affordable Housing Incentive Guidelines (TOC Program), which permits density increases and associated incentives 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. Therefore, no mitigation applies.</p>
Mineral Resources (MIN)		
<p>MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.</p>	<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce 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"> a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: <ul style="list-style-type: none"> 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction 	<p>No mitigation applies. The Project Site is fully developed and no oil wells are present.¹⁸ 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.¹⁹ Therefore, this mitigation measure does not apply.</p>

18 City of Los Angeles Department of City Planning. City of Los Angeles General Plan, Safety Element. 1996. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed June 5, 2020.

19 U.S. Geological Survey, 2020. Active Mines and Mineral Plants in the U.S. Available at: <https://mrdata.usgs.gov/mrds/map-graded.html>, accessed September 24, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>sites in the SCAG region, or within a reasonable hauling distance of the project site.</p> <p>3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.</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>MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.</p>	<p>PMM MIN-1. See above.</p>	<p>No mitigation applies. 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, 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, PMM MIN-1 would not apply.</p>
<p>Noise (NOISE)</p>		
<p>NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects 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) Install temporary noise barriers during construction.</p> <p>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.</p>	<p>The Project would substantially conform with this mitigation measure through required compliance with applicable noise regulations in the LAMC and with the City’s Noise Ordinance, intended to reduce increases in existing ambient noise levels resulting from the Project’s construction activities. These regulatory requirements are as follows:</p> <ul style="list-style-type: none"> • Construction and demolition shall be restricted to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday, pursuant to LAMC Section 41.40.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</p> <p>d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</p> <p>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.</p> <p>f) Designate an on-site construction complaint and enforcement manager for the project.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<ul style="list-style-type: none"> • Construction staging areas for the Project Site shall be as far from sensitive receptors as possible. • 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. • Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. • Ensure that construction equipment is not idling for an extended time in the vicinity of noise-sensitive receptors. • Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. • Impact pile drivers will not be used. <p>Furthermore, Project-related operational noise sources such as roof-top air conditioning units, a ground-floor pad-mounted transformer, and ground floor parking</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. 	<p>structure vehicle movements will be required to comply with the City of Los Angeles’ Building Code, Section 91.1207.14.2, which requires the Project to provide sufficient noise attenuation measures to achieve the 45 dBA CNEL interior noise level standard. Furthermore, the Project would be required to comply with LAMC Section 112.02’s noise level standards, which restrict noise level increases from exceeding 5 dBA over the existing or presumed ambient noise level at an adjacent property line. In addition, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five dB.</p> <p>Through required compliance with regulatory requirements, the Project will be in substantial conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. 	
<p>NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.</p>	<p>PMM NOISE-1. See above</p> <p>PMM NOISE-2: 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"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could 	<p>See above for discussion of consistency with PMM NOISE-1.</p> <p>The Project would substantially conform with 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.</p> <p>Through compliance with regulatory requirements, the Project will be in substantial conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</p> <p>c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</p> <p>d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</p> <p>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).</p> <p>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</p>	
<p>NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.</p>	<p>PMM NOISE-1. See above.</p>	<p>No mitigation applies. This mitigation measure does not apply to the project as the Project would not be located within two miles of a public airport or public use airport. Nevertheless, the Project will substantially conform to this mitigation measure through required compliance with applicable noise regulations, including LAMC Section 41.40, Section 112.02 and Section 114.02, which are intended to reduce increases in existing ambient noise levels resulting from the Project’s construction activities. See discussion under NOISE-1 for discussion of the Project’s consistency with this mitigation measure.</p>
<p>Population and Housing (POP)</p>		
<p>POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).</p>	<p>No mitigation required.</p>	<p>As discussed above under LU-1 and LU-2, 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</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>2020-2045 RTP/SCS, the City's General Plan, and the LAMC.</p> <p>In addition, the projected population increase at the Project Site would be within SCAG's 2020-2045 RTP/SCS population projections for the City. Specifically, the addition of 482 residents represents a 0.012 percent increase in resident population estimates for the City in 2016 and 0.010 percent of the estimated population in the City by 2045.^{20,21} 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 minimal and no mitigation applies.</p> <p>These 200 residential units would represent a 0.015 percent increase in the overall estimated housing units for the City in 2016 and 0.011 percent of the estimated housing units for the City by 2045.²² This increase would not be considered a substantial increase in housing for the area as the addition of 200 new multi-family residential units is within the anticipated housing increases based on SCAG's 2020-2045 RTP/SCS projections for housing. As such, housing growth associated with the proposed Project would be minimal and no mitigation applies.</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, this mitigation measure does not apply.</p>

20 The latest Citywide average household size is 2.41 residents per housing unit, based on 2018 Census American Community Survey 5-Year Estimate data, <https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2018/5-year.html>, accessed September 24, 2020. 2.41 persons/housing unit x 200 units = 482 residents

21 Population Year 2016: (482 residents/3,933,800 total City of LA residents) x 100 = 0.012 %
Population Year 2045: (482 residents/4,771,300 total projected City of LA residents) x 100 = 0.010 %

22 Housing Year 2016: (200 units/1,367,000 total City of LA units) x 100 = 0.015 %
Housing Year 2045: (200 units/1,793,000 total projected City of LA units) x 100 = 0.011 %

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.</p>	<p>PMM POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	<p>No mitigation applies. This mitigation measure pertains to potential displacement effects associated with the acquisition of rights-of-way and subsequent construction of transportation projects, and, therefore, does not apply to the Project. Notwithstanding, the Project would not displace any existing housing, as it would replace existing nonresidential uses at the Project Site, and given that the existing residential structure onsite is currently vacant. Furthermore, the Project would develop 200 housing units at the Project Site, including 40 Very Low Income housing units. Accordingly, development of the Project would not necessitate the construction of replacement housing and this mitigation does not apply.</p>
<p>Fire Services (PSF)</p>		
<p>PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>PMM PSP-1. See below.</p>	<p>The Project would substantially conform 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</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>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 0.2 miles east of LAFD Station 82 (the first response station for the Project), which is equipped with an “assessment engine”, which consists of an engine and a paramedic, and approximately 1.1 miles northeast of LAFD Station 27, which is equipped with a truck company, a paramedic, a rescue ambulance, and urban search and rescue capabilities.²³ The Project Site therefore meets the distance requirements of LAMC 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 City of Los Angeles Fire Code, as set forth in the LAMC (e.g., fire signaling systems, fire extinguishers, smoker removal systems, etc.).</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, 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</p>

23 Los Angeles Fire Department, Station Directory, September 2013. Available at http://www.lafdacs.org/pdf_files/FIRE%20STATION%20DIRECTORY%20Sept.%202013.pdf. Accessed June 30, 2020. See also Los Angeles Fire Department, Apparatus. Available at: <https://www.lafd.org/about/about-lafd/apparatus>. Accessed June 30, 2020. 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. Accessed June 30, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>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. Furthermore, any required modifications shall be identified and implemented prior to occupancy of the Project.</p> <p>Compliance with all State and City regulatory requirements and guidelines that address fire flow, response distance, and emergency access will be equal to or more effective than PMM PSP-1.</p>
Police Services (PSP)		
<p>PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects 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"> • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. • Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and 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. 	<p>The Project would substantially conform to this mitigation measure. The Project Site and the surrounding area are currently served by the Los Angeles Police Department (LAPD) Hollywood Station. The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. In addition, the Project will generate revenues to the City’s General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. The Project’s design, which includes security features, as well as the Project’s contribution to the General Fund, would help offset the Project related increase in demand for police services. As such, the Project would not cause significant impacts associated with new or physically altered police protection facilities. In addition, the Project incorporates measures that comply with the City’s public safety policies, as set forth in PM-PSP-1, below. These measures include implementation of on-site security features, coordination with the LAPD, and incorporation of crime prevention features such as fencing of construction sites.</p> <p>PM-PSP-1:</p> <ul style="list-style-type: none"> • The contractor shall provide temporary, 6-foot-high, commercial grade, chain-link construction fences to protect construction zones on the Project Site.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<ul style="list-style-type: none"> • The Project Applicant shall incorporate landscaping designs that will allow high visibility around the buildings, and shall consult with the LAPD with respect to its landscaping plan. • The Project Applicant shall provide security lighting around buildings and parking areas in order to improve security, and shall consult with the LAPD as to its lighting plan. • 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. • The Project Applicant shall provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by the LAPD, to facilitate police response. <p>Compliance with all State and City regulatory requirements and guidelines that address police protection as well as the measures under PM-PSP-3 will be equal to or more effective than PMM PSP-1, and will thus, ensure conformance with this mitigation measure.</p>
Schools (PSS)		
<p>PSS-1: 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>PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p>	<p>The Project would substantially conform to 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 in substantial conformance with this mitigation measure.</p>
Library Services (PSL)		
<p>PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or</p>	<p>PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library</p>	<p>No mitigation applies. This mitigation does not apply to the Project, as the LAPL has no plans to construct any new libraries, so no impacts from construction would</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.	result from Project implementation. Therefore, this mitigation does not apply.
Recreation (REC)		
REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards.	The Project would substantially conform with this mitigation measure due to its compliance with existing regulatory requirements. Specifically, any potential adverse effects 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 Section 21.10.3, the Project will be required to make payment of any required dwelling unit construction tax to the City. The project would also pay the City-wide Park Fee. Therefore, pursuant to existing regulatory requirements, the Project would be consistent with this mitigation measure, 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 would be in substantial conformance with this mitigation measure.
REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or	PMM REC-1, PMM AQ-2, and PMM NOISE-1. See above.	As described above under REC-1 , the Project would substantially conform with PMM REC-1, PMM AQ-2, and PMM NOISE-1 through required compliance with the City’s existing regulatory requirements pertaining to

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>		<p>parkland and recreational facilities. The Project would not require the construction or expansion of recreational facilities. Furthermore, the Project would not require the construction or expansion of recreational facilities because any potential adverse effects 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 in substantial conformance with this mitigation measure.</p>
Transportation, Traffic, and Safety (TRA)		
<p>TRA-1: 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>No mitigation applies.</p>
<p>TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).</p>	<p>PMM TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to 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"> • 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: <ul style="list-style-type: none"> — include TDM mitigation requirements for new developments; — incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; 	<p>The Project would substantially conform with these mitigation measures for the reasons stated below. Therefore, no mitigation is warranted. In addition, the Project is a mixed income density bonus project that locates market rate and affordable housing next to substantial transit opportunities, thereby reducing VMT.</p> <p>The Project qualifies as a TPP, meaning it is well served by local and regional transit opportunities, and is located within a TPA with access to alternative modes of transportation including public transit, bicycling, and walking. Transit opportunities in the Project Site include various routes operated by Metro, including the Metro B (Red) Line at Hollywood Boulevard & Western Avenue, approximately 0.15 miles from the Project Site. Therefore, the Project Site satisfies the CEQA exemption transit proximity requirement by being within one-half mile of a major transit stop (an existing rail station). Additionally, transit bus stop within the vicinity of the Project Site includes, the 180/181 Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard; the 207 Northbound</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> — provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; — implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; — develop TDM-specific performance measures to evaluate project-specific and system-wide performance; — incorporate TDM performance measures in the decision-making process for identifying transportation investments; — implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and — set aside funding for TDM initiatives. — The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis. 	<p>to Hollywood - Southbound to Athens via Western Avenue; and the 780 Eastbound to Pasadena - Westbound to Washington/Fairfax via Fairfax Avenue, Hollywood Boulevard, and Colorado Boulevard. The Metro bus and rail transit lines within 0.25 miles walking distance of the Project Site currently provide additional capacity for 6,552 transit riders during the morning peak hour and 5,820 transit riders during the afternoon peak hour.²⁴</p> <p>In addition, Class III bicycle routes in the vicinity of the Project Site are provided along Franklin Avenue and Fountain Avenue. Future Class III bicycle routes that are planned for in the vicinity of the Project Site include: North Hobart Boulevard and North Bronson Avenue. Future Class II bicycle lanes that are planned for in the vicinity of the Project Site, include: Hollywood Boulevard; North Wilton Place – south of Franklin Avenue; and Sunset Boulevard.²⁵</p> <p>Furthermore, as demonstrated in the Transportation Assessment prepared for the Project (see Attachment I), the Project would not conflict with measures of effectiveness for the performance of the circulation system. The Project would provide adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets. Specifically, the Project would not conflict with or be inconsistent with applicable City transportation plans or policies, would not result in any impacts pertaining to VMT, and would not result in any increased hazards due to a geometric design feature. In addition, the Project would not require temporary transit stop relocations and would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian or bicycle facilities.</p>

24 Transportation Assessment for the 5600 Hollywood Boulevard Residential Development Project, Hollywood California, prepared by Gibson Transportation Consulting, Inc. July 2020. Provided in Attachment I.

25 City of Los Angeles, Department of Public Works. 2020. LA County Bikeways Map. Available at: <https://dpw.lacounty.gov/pdd/bike/map.cfm>, accessed on May 31, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>On June 20, 2018, Metro initiated a process to gauge the interest of local jurisdictions in opting out of State CMP requirements. On July 30, 2019, the Los Angeles City Council passed a resolution to opt out of the CMP program, and on August 28, 2019, Metro announced that the thresholds had been reached and the County of Los Angeles had opted to be exempt from CMP. As such, the provisions of CMP no longer apply to any of the 89 local jurisdictions in Los Angeles County. Accordingly, CMP analysis is no longer included in City of Los Angeles environmental documents.</p> <p>During construction, the Project would be subject to PM-TRA-1, as described below, which requires the submittal of construction staging and traffic control plans for review and approval by the City of Los Angeles Department of Transportation (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 Metro B (Red) Line Hollywood and Western Station and the other local bus lines in the area as discussed in the SCPE. The redevelopment of the currently non-residential Project Site with new residential uses will enhance the pedestrian environment along Hollywood Boulevard and encourage additional foot traffic along this corridor. The Project would also include bicycle parking, as well as a bicycle maintenance area and bench, for its residents, further facilitating non-vehicular forms of travel to and from the Project Site. In addition, the Project would incorporate TDM strategies, such as including bicycle parking per LAMC and unbundled parking (see Attachment I), which would encourage the use of active transportation and public transit and assist in reducing automobile trips in the area.</p> <p>PM-TRA-1: Prior to the issuance of a demolition, grading or building permit, a detailed Construction Traffic Management Plan, including street closure information,</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>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> <ul style="list-style-type: none"> • 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); • Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets; • Prohibiting hauling during peak hours; • Rerouting construction trucks to reduce travel on congested streets; • Prohibiting construction-related vehicles from parking on surrounding public streets; • Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers; • Accommodating all equipment on-site; • Scheduling of construction-related deliveries to reduce travel during commuter peak hours; and • Obtaining any required permits for truck haul routes from the City prior to issuance of any permit for the Project.
<p>TRA-3: 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>No mitigation applies</p>
<p>TRA-4: Result in inadequate emergency access.</p>	<p>PMM TRA-2: 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</p>	<p>The Project would substantially conform to this mitigation measure through compliance with existing</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> — Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. — Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. — Scheduling of truck trips outside of peak morning and evening commute hours. — Limiting of lane closures during peak hours to the extent possible. — Usage of haul routes minimizing truck traffic on local roadways to the extent possible. — Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. — Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. — Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To 	<p>regulatory requirements as well as incorporation of specific Project measures. Specifically, an emergency response plan would be submitted to the LAFD during LAFD's review of the Project plans as part of the standard building permit review process per LAMC Section 57.118 (see PSF-1). Moreover, the Project does not propose permanent alterations to vehicular circulation routes and patterns. The Project does not impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be significantly impeded. As described in TRA-1, above, the Project would be subject to PM-TRA-1, 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-2.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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.</p> <ul style="list-style-type: none"> — Storage of construction materials only in designated areas. — Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. — Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. — Enhance emergency preparedness awareness among public agencies and with the public at large. 	
Tribal Cultural Resources (TCR)		
<p>TCR-1: 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"> a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 	<p>See PMM CULT-1.</p> <p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional 	<p>No mitigation applies. 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 and PMM TCR-1, the Project would implement the relevant provisions of PMM CULT-1 and PMM TCR-1, pertaining to archaeological and tribal cultural resources, as described above under CULT-2. The City has determined that these PMs are equal to or more effective than PMM CULT-1 and PMM TCR-1 regarding archaeological and tribal cultural resources.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>use of the resource; and protecting the confidentiality of the resource;</p> <p>c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</p>	
Solid Waste (USSW)		
<p>USSW-1: 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>USSW-2: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</p>	<p>PMM USSW-2: 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"> a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an 	<p>The Project would substantially conform to 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.²⁶</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>

26 County of Los Angeles Department of Public Works, CoIWMP 2018 Annual Report, December 2019, p. 37. Available at: https://dpw.lacounty.gov/epd/tf/Attachments/Minutes_Attachments/2019_Attachments/CIWMPAnnualReport_2018.pdf, accessed July 8, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</p> <ul style="list-style-type: none"> g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and 	<p>The Plan’s goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012.²⁷ The City has also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA), 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 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&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&D waste generated within City limits to be taken to City-certified C&D waste processors. During construction, temporary waste separation bins would be provided onsite and would be disposed of properly as a part of the Project’s regular solid waste disposal program. 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 conformance with this mitigation measure.</p>

27 LASAN, Recycling. 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=auguwldg_5&_afLoop=10870014375826670#!. Accessed May 27, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	providing public education and publicity about recycling services.	
Wastewater (USWW)		
<p>USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p>PMM HYD-1. See above.</p> <p>PMM USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects 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"> • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 	<p>As described above under HYD-1, the Project would substantially conform to PMM HYD-1 because the Project would adhere to all applicable controls imposed via existing City and State regulations, including compliance with the LID Ordinance and SUSMP regulations. 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 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>USWW-2: 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>PMM USWW-1. See above.</p>	<p>The Project would substantially conform to this mitigation measure as described above for USWW-1.</p>
Water Supply (USWS)		
<p>USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which</p>	<p>PMM USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures</p>	<p>The Project substantially conforms to this mitigation measure through compliance with existing regulations as well as consistency with current regional population projections.</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
could cause significant environmental effects.	<p>may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. 	<p>The projected population increase at the Project Site would be consistent with SCAG's population projections for the City. Specifically, the addition of 482 residents represents a 0.012 percent increase in resident population estimates for the City in 2016 and 0.010 percent of the estimated population in the City by 2045.^{28,29} This increase would not be considered a substantial increase in population for the area and is within the anticipated SCAG forecast for population.</p> <p>These 200 residential units would represent a 0.015 percent increase in the overall estimated housing units for the City in 2016 and 0.011 percent of the estimated housing units for the City by 2045.³⁰ This increase would not be considered a substantial increase in housing for the area as the addition of 200 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 is based on SCAG population projections, and determined that sufficient water supplies exist to serve the City through 2040.³¹ This increase would not be considered a substantial increase in population for the</p>

28 The latest Citywide average household size is 2.41 residents per housing unit, based on 2018 Census American Community Survey 5-Year Estimate data, <https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2018/5-year.html>, accessed September 24, 2020. 2.41 persons/housing unit x 200 units = 482 residents

29 Population Year 2016: (482 residents/3,933,800 total City of LA residents) x 100 = 0.012 %
Population Year 2045: (482 residents/4,771,300 total projected City of LA residents) x 100 = 0.010 %

30 Housing Year 2016: (200 units/1,367,000 total City of LA units) x 100 = 0.015 %
Housing Year 2045: (200 units/1,793,000 total projected City of LA units) x 100 = 0.011 %

31 LADWP, 2016. LADWP Urban Water Management Plan 2015. Available at: https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased, accessed August 14, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>area and is within the anticipated SCAG forecast for population.³²</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> <p>Moreover, as described under GHG-1, as a TPP project seeking a CEQA exemption pursuant to SB 743, 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 Energy and Water Demand analyses prepared for the Project (Attachments D1 and D2), the Project's water use would be 49 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 Project would meet the requirements of the Los Angeles Green Building Code and the requirements of Title 24 Building Energy Efficiency Standards and would adhere to the</p>

32 SCAG Connect SoCal, Demographics and Growth Forecast Technical Report as adopted on May 7, 2020, Table 14 Jurisdiction-Level Growth Forecast. Available at: https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Demographics-And-Growth-Forecast.pdf, accessed on September 24, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>regulatory requirements of the City’s Landscape Ordinance.</p> <p>In addition, the Project would be required to comply with City Ordinance No. 170,978 (Landscape Ordinance). Water demand will be further reduced through incorporation of the following:</p> <ul style="list-style-type: none"> • Weather-based irrigation controller with rain shutoff. • Matched precipitation (flow) rates for sprinkler heads at turf areas. • Drip/microspray/subsurface irrigation where appropriate. • Minimum irrigation system distribution uniformity of 75 percent. • Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials. • Use of landscape contouring to minimize precipitation runoff. • A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater. <p>The Project will be in substantial conformance with this mitigation measure.</p>
<p>USWS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.</p>	<p>PMM USWS-1. See above.</p>	<p>The Project would substantially conform to this mitigation measure as described above for USWS-1.</p>
<p>Wildfire (WF)</p>		
<p>WF-1: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.</p>	<p>PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and</p>	<p>No mitigation applies. 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</p>

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>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.</p> <p>b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.</p> <p>c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</p> <p>d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</p> <p>e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</p> <p>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.</p>	<p>the 1996 City General Plan's Safety Element.^{33,34} Therefore, Mitigation Measure PMM WF-1 would not apply.</p>
<p>WF-2: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.</p>	<p>PMM HAZ-4. See above.</p> <p>PMM WF-2: 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>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</p>	<p>The Project would be in substantial conformance with PMM HAZ-4 as described above for HAZ-4. 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 Element.^{35,36} Therefore, Mitigation Measure PMM WF-2 would not apply.</p>

33 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: <http://zimas.lacity.org/>, accessed June 2, 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/cwd/gnlpln/saftyelt.pdf>, accessed June 3, 2020.

35 City of Los Angeles, ZIMAS, 2020. Parcel information for 5600 Hollywood Boulevard. Available at: <http://zimas.lacity.org/>, accessed June 2, 2020.

36 City of Los Angeles, Department of City Planning, 1996. City of Los Angeles General Plan, Safety Element. Available at: <https://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed September 8, 2020.

Significance Thresholds and Project Impacts	SCAG 2020-2045 RTP/SCS Project – Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> — Submit a fire protection plan including the designation of fire watch staff; — Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; — Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and — Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	
<p>WF-3: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.</p>	<p>PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4. See above.</p>	<p>The Project would be in substantial conformance with these mitigation measures as described above for HAZ-4, HYD-1, WF-1, and WF-2.</p>