3.11 Land Use

This section describes the land use impacts of the proposed Project. Specifically, the section includes a description of existing land uses, a summary of applicable regulations related to land use and planning, and an evaluation of the potential for the proposed Project to result in environmental impacts related to land use and planning. Impacts to land use are less than significant and no mitigation is required.

3.11.1 Environmental Setting

Local Setting

The 116-acre Project site is located within the 127-acre Silver Lake Reservoir Complex in the Silver Lake neighborhood of the City of Los Angeles (City) in Los Angeles County (County). The County covers an area of about 4,084 square miles and includes 88 cities and approximately 2,654 square miles of unincorporated area (County of Los Angeles 2022 a,b). The City of Los Angeles is the most populated city in California with an estimated population of four million (City of Los Angeles 2022b). Silver Lake, and therefore the proposed Project, is in the Silver Lake – Echo Park – Elysian Valley Community Plan Area of the City’s General Plan (City of Los Angeles 2022a).

Existing Project Site Land Use

The SLRC includes Ivanhoe and Silver Lake Reservoirs, three dams, recreational buildings, water and stormwater infrastructure, interior roads, and public recreational facilities. The Silver Lake and Ivanhoe Reservoirs are bound by three LADWP-managed dams: Ivanhoe Dam at the north end of Ivanhoe Reservoir; Silver Lake Dam at the south end of Silver Lake Reservoir; and Divider Dam (with a spillway) separating Ivanhoe and Silver Lake reservoirs. Several land areas and structures within the SLRC are excluded from the proposed Project site to enable LADWP to continue its required operations (Figure 2-2). The Project site is within the SLRC and excludes all LADWP facilities as shown on Figure 2-4.

Major components of the SLRC include the 3-acre Meadow, a public park; a 4-acre dog park; two public pathways adjacent to and west of the Ivanhoe Reservoir and atop Silver Lake dam; and four acres of paved surfaces at the reservoirs’ perimeters and at the base of the Knoll (see Figure 2-2). The City of Los Angeles Recreation and Parks Department (RAP) maintains and operates the existing Meadow and dog park.

The Project site is zoned Open Space (OS) (City of Los Angeles 2022c). The City of Los Angeles County General Plan designates the Project site as Open Space (Figure 3.11-1).

Surrounding Land Use

The area adjacent to and surrounding the Project site is primarily residential, but also includes commercial, institutional, and recreational uses, such as the Neighborhood Nursery School and the Tesla Pocket Park, located near the northeast end of the Ivanhoe Reservoir.
Residential neighborhoods exist north, east, west, and south of the Project site beyond the roadways that border the SLRC. North of Tesla Avenue, neighborhoods are predominantly designated as Low Single Family Residential use. East of Armstrong Avenue and Silver Lake Boulevard and west of W. Silver Lake Drive, neighborhoods are primarily designated Low Single Family Residential and Low Medium I Multi-family Residential. Residential uses designated as multi-family residential are located south of the Project site. The area surrounding the Project site is zoned Residential (City of Los Angeles 2022c). The Project vicinity is highly urbanized and developed, with little to no vacant space.

### 3.11.2 Regulatory Framework

**State**

**California Government Code Section 65302**

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community’s environmental, social, and economic goals. Section 65302 states, “The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals.” Further, Section 65302 requires a general plan to contain the community vision for future growth and to address certain elements of the environment, including land use, circulation, housing, conservation, open space, noise, and safety. The City of Los Angeles General Plan, discussed below, regulates and guides development on the Project site in compliance with CGC Section 65302.

**California Green Building Standards (CALGreen) Code**

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.” As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the State. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential and nonresidential uses; the new measures took effect on January 1, 2020 (California Department of Housing and Community Development 2021). The proposed Project would comply with applicable regulatory requirements for the design of new buildings such as the Education Center, Multi-purpose facility, amphitheater, and shade canopy depicted in Figure 2-5, including the provisions set forth in the Title 24 standards and CALGreen Code.
Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the federally designated MPO with responsibilities pertaining to regional planning issues for the following six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. SCAG is a joint powers agency and its mandated responsibilities include developing plans and policies addressing the region’s population growth, transportation programs, air quality, housing, land use, sustainability, and economic development. The 2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) presents a transportation vision for the region through the year 2045 and provides a long-term investment framework for addressing the region’s transportation and related challenges.

Adopted by SCAG on September 3, 2020, the 2020-2045 RTP/SCS builds on the long-range vision of the prior 2016-2040 RTP/SCS to balance future mobility and housing needs with economic, environmental and public health goals (SCAG 2020). Proposed Project consistency with the 2020-2045 RTP/SCS is also addressed in Section 3.8, Greenhouse Gas Emissions, of this Draft EIR.

The applicable 2020-2045 RTP/SCS goals include:

- **Goal 6:** Support healthy and equitable communities
- **Goal 7:** Adapt to a changing climate and support an integrated regional development pattern and transportation network
- **Goal 10:** Promote conservation of natural and agricultural lands and restoration of habitats

South Coast Air Quality Management District Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act to ensure that air quality in the South Coast Air Basin (Basin) conforms with federal and State air pollution standards. The SCAQMD sets in place regulations for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies. The SCAQMD’s Air Quality Management Plan (AQMP) presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions (SCAQMD 2017). Additional discussion of the AQMP, and proposed Project consistency with the AQMP, is addressed in Section3.3, Air Quality, of this Draft EIR.

Local

City of Los Angeles General Plan

The City of Los Angeles General Plan sets forth goals and objectives to guide future development of the City, while integrating seven state-mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. In addition to the mandated elements, the City’s
General Plan also includes an Air Quality Element (see Section 3.3, Air Quality, of this Draft EIR), Framework Element, and Health and Wellness Element (Plan for a Healthy Los Angeles). The Land Use Element is in the form of the Silver Lake-Echo Park-Elysian Valley Community Plan, which provides policy guidance at the community level.

Land use policies set forth in the General Plan in addition to those in the GP Land Use Element (Silver Lake-Echo Park-Elysian Valley Community Plan) include those in the Framework Element of the General Plan. The Framework Element establishes the conceptual basis for the City’s General Plan (City of Los Angeles 1995) and sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Framework Element land use policies are further refined through policies contained in Community Plans and Specific Plans for specific geographic areas.

The Land Use chapter of the Framework Element designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City’s residential neighborhoods and commercial districts. These designations do not connote land use entitlements or affect existing zoning for specific properties, but rather are intended to guide community plan and specific plan updates to bring uses into alignment (City of Los Angeles 1995). The Framework Element is not applicable to the proposed Project since the Project site is not located within a designated District.

**Urban Form and Neighborhood Design**

The Urban Form and Neighborhood Design chapter of the Framework Element establishes the goal of creating a livable city for existing and future residents; a city that is attractive to future investment; and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and citywide scales. “Urban form” is defined as “the general pattern of building height and development intensity” and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. “Neighborhood design” refers to the physical character of neighborhoods and communities within the City (City of Los Angeles 1995). The Framework Element does not directly address the design of individual neighborhoods or communities but embodies generic neighborhood design and implementation programs that guide local planning efforts and lay a foundation for the updating of community plans. With respect to neighborhood design, the Urban Form and Neighborhood Design chapter encourages growth in regional centers, which have a sufficient base of both commercial and residential development to support transit services. Relevant goals, objectives and policies from the Urban Form and Neighborhood Design chapter of the Framework Element are related to community facility improvements, access, and safety.

**Open Space and Conservation**

The Open Space and Conservation chapter of the Framework Element encourages an integrated citywide/regional public and private open space system that serves and is accessible to the City’s population. The policies of this chapter recognize that there are communities where open space
and recreation resources are currently in short supply and, therefore, suggest that vacated railroad
lines, drainage channels, planned transit routes and utility rights-of-way, or pedestrian-oriented
streets and small parks, where feasible, might serve as important resources for serving the open
space and recreation needs of residents (City of Los Angeles 1995). Relevant goals, objectives
and policies from the Open Space and Conservation chapter of the Framework Element are
related to integrating public and private open space systems, outdoor recreation, public safety,
and community stability.

**Transportation (Mobility Plan 2035)**

The Transportation chapter of the Framework Element is implemented through Mobility Plan
2035, which was adopted by the City Council on September 7, 2016, and is a comprehensive
update of the prior Transportation Element. Additional discussion of the proposed Project’s
consistency with the transportation goals and guidelines of the City is addressed in Section 3.16,
Transportation, of this Draft EIR. Relevant goals, objectives and policies from the Circulation
Element (Mobility Plan 2035) are related to equitable land use decisions that result in fewer
vehicle trips, access, and safety.

**Infrastructure and Public Services**

The Infrastructure and Public Services chapter of the Framework Element includes goals,
objectives and policies to address public infrastructure and services necessary to support
population growth and maintain and improve quality of life.

**Health and Wellness**

The Health and Wellness Element (Plan for a Healthy Los Angeles) includes a high-level policy
vision, along with measurable objectives and implementation programs to elevate health as a
priority for the City’s future growth and development. Relevant goals, objectives and policies
from the Health Element (Plan for a Healthy Los Angeles) are related to community use of
existing parks and open spaces by improving safety and access in and around parks and open
spaces by encouraging land use, design, and infrastructure improvements.

**Open Space**

The City’s Open Space Element (Open Space Element) was prepared in June 1973 to provide an
official guide to the City Planning Commission, the City Council, the Mayor, and other
governmental agencies and interested citizens for the identification, preservation, conservation,
and acquisition of open space in the City. This document distinguishes open space areas as
privately- or publicly-owned, and includes goals, objectives, policies, and programs directed
towards the regulation of privately-owned lands both for the benefit of the public as a whole and
for protection of individuals from the misuses of these lands.

The City’s General Plan Open Space Element update was formally initiated pursuant to a Council
motion adopted on May 24, 2001 (Council File 96-1358) and has been undergoing revisions by
the Department of City Planning. Until approval of the pending updates to the Open Space
Element, the RAP is operating under the guidance of the Public Recreation Plan (PRP) discussed
further in Section 3.15, Recreation and Parks.
Safety
The Safety Element of the City of Los Angeles General Plan (City of Los Angeles 1996) provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. The safety element is intended to be the primary vehicle for relating local safety planning to land use planning and decisions. Relevant goals, objectives, and policies of the General Plan are related to considering hazard information and available mitigations when making decisions about future land use.

Noise
The Noise Element of the City’s General Plan policies include the CNEL guidelines for land use compatibility as shown in Table 3.12-8 in Section 3.12, Noise and Vibration, and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels (City of Los Angeles 1999).

Silver Lake-Echo Park-Elysian Valley Community Plan
General Plan policies are implemented at the local level through the community planning process. The community plans are oriented toward specific geographic areas of the city and are intended to promote an arrangement of land uses, streets, and services that will encourage and contribute to the economic, social, and physical health; and safety, welfare, and convenience of those who live and work in the community. Goals, objectives, policies, and programs are created to meet the existing and future needs of the community. The proposed Project site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan Area. The Silver Lake-Echo Park-Elysian Valley Community Plan was most recently updated and adopted in 2004 (City of Los Angeles 2004).

The Silver Lake-Echo Park-Elysian Valley Community Plan Area is located approximately 2 miles north of Downtown Los Angeles, beyond Chinatown. The Community Plan Area’s 4,579 acres (7 square miles) are bordered by the Hollywood and Wilshire Community Plan Areas to the west, Westlake Community Plan Area to the southwest, Central City North Community Plan Area to the south and the Northeast Community Plan Area to the north and east.

The Community Plan includes residential objectives and policies that establish a development concept for its neighborhoods and districts. Key provisions regarding the development in the proposed Project vicinity relevant to land use are applicable to the proposed Project because the SLRC is located adjacent to residential development (City of Los Angeles 2004).

Chapter 5, Urban Design of the Community Plan identifies broad, general policies for projects and community design elements. Specifically, this Chapter establishes public open space standards to guide the design of new public plazas and open spaces and refers to the Silver Lake Reservoir Master Plan design guidelines.
City of Los Angeles Municipal Code and Los Angeles Building Code

Los Angeles Municipal Code (LAMC), Chapter 1 (Planning and Zoning Code) identifies a range of zoning classifications throughout the city, identifies the specific permitted uses applicable to each zone designation, and applies development regulations to each zone. The proposed Project site is zoned Open Space (OS), which permits outright the following uses (City of Los Angeles 2022d):

(i) Parks and recreation facilities, including: bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, children’s’ play areas, childcare facilities, picnic facilities, and athletic fields (not to exceed 200 seats in park) used for park and recreation purposes. (Amended by Ord. No. 176,545, Eff. 5/2/05.)

(ii) Natural resource preserves for the managed production of resources, including, but not limited to, forest lands, waterways and watersheds used for commercial fisheries; agricultural lands used for food and plant production; areas containing major mineral deposits (“G” Surface Mining Districts) and other similar uses.

(iii) Marine and ecological preserves, sanctuaries and habitat protection sites.

(iv) Sanitary landfill sites which have received certificates of closure in compliance with federal and state regulations.

(v) Public water supply reservoirs (uncovered) and accessory uses which are incidental to the operation and continued maintenance of such reservoirs.

(vi) Water conservation areas, including percolation basins and flood plain areas.

The City of Los Angeles Building Code is codified in the Los Angeles Municipal Code, Chapter IX, Article I.

L.A.’s Green New Deal (Sustainable City pLAn 2019)

In April 2019, Mayor Eric Garcetti released L.A.’s Green New Deal. Rather than an adopted plan, the Green New Deal is a mayoral initiative that consists of a program of actions designed to create sustainability-based performance targets through 2050 that advance economic, environmental, and equity objectives. The City’s Green New Deal is the first four-year update to the City’s first Sustainable City pLAn that was released in 2015. The 2019 initiative augments and adds detail to the City’s vision for a sustainable future and contains new goals and accelerated targets related to climate change.

L.A.’s Green New Deal milestones and initiatives applicable to the proposed Project include (Mayor Eric Garcetti 2019):

Milestones and Initiative: Incorporate additional cooling features such as innovative shade designs, water features, and cooling centers at parks.

Milestones and Initiative: Monitor biodiversity and natural areas.

Milestones and Initiative: Preserve and expand connectivity and access to natural habitats.

Milestones and Initiative: Protect and restore sensitive habitats.
3. Environmental Setting, Impact Analysis, and Mitigation Measures
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**Milestones and Initiative:** Increase the number of native and pollinator-friendly gardens and natural areas in public spaces.

Near-term outcomes related to GHG emission reduction include reduction of potable water use, building energy vehicle miles traveled (VMT) per capita, urban/rural temperature differential and an increase in the cumulative new housing construction, percentage of electric and zero emission vehicles in the city, and landfill diversion rate.

**One Water LA 2040 Plan**

The One Water LA 2040 Plan considers the City’s surface water, groundwater, potable water, wastewater, recycled water, dry weather runoff, and stormwater as "One Water" and identifies multi-departmental and multi-agency integration opportunities to manage water in a more efficient, cost effective, and sustainable manner. The One Water LA 2040 Plan represents the City's continued and improved commitment to proactively manage all its water resources and implement innovative solutions. The One Water LA 2040 Plan is a guide for strategic decisions for integrated water projects, programs, and policies within the City. The proposed Project would be consistent with the One Water LA 2040 Plan.

**City of Los Angeles Complete Streets Design Guide**

The Complete Streets Design Guide provides design concepts and best practices to promote safe and accessible streets for all transportation users (e.g., pedestrians, bicyclists, transit riders, and motorists) within the City. The purpose of the guide is to supplement existing engineering practices and requirements in order to meet the goals of California’s Complete Streets Act (AB 1358). The guide accompanies Mobility Plan 2035 and provides a framework for stakeholders to plan for, implement, and maintain complete streets.

**City of Los Angeles Vision Zero Action Plan**

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Ongoing crash data analysis is conducted to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. Vision Zero Corridor Plans help implement Vision Zero. If a proposed project is within the High Injury Network, appropriate improvements will be determined in consultation with LADOT (Los Angeles Department of Transportation, 2019). The Project site is not located within the High Injury Network.

**City of Los Angeles Department of Recreation and Parks, Tree Preservation Policy and City of Los Angeles, Protected Tree and Shrub Ordinance**

The RAP Tree Preservation Policy includes regulations for orderly protection of specified trees, maintaining tree value, and avoiding significant negative impacts to the ecosystem. This policy also provides additional protection to urban forest trees within parks, in addition to the protections in the Los Angeles Protected Tree and Shrub Ordinance (City Tree Ordinance) (City of Los Angeles Municipal Code [LAMC] Chapter IV, Article 6). The City Tree Ordinance regulates the relocation or removal of all Southern California native oak trees (*Quercus* sp.; excluding scrub oak), Southern California black walnut trees (*Juglans californica*), western...
sycamore (*Platanus racemosa*) trees, California bay trees (*Laurus nobilis*), Mexican elderberry (*Sambucus mexicana*), and toyon (*Heteromeles arbutifolia*) of at least 4 inches in diameter at breast height. These tree and shrub species are considered “protected” by the City of Los Angeles. Native trees and shrubs that have been planted as part of a tree planting program are exempt from this ordinance and are not considered protected. The ordinance prohibits, without permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree …” and requires that all regulated protected trees that are removed be replaced on at least a 4:1 basis with trees and shrubs that are of a protected variety. The City requires that a report be prepared by a qualified tree expert discussing the subject tree(s), their preservation, effects of proposed construction, and mitigation measures pursuant to the removal or replacement thereof. As discussed above, in Section 3.11.1, the existing Meadow, Silver Lake Recreation Center, and Dog Park are managed by the RAP. More information on consistency with the RAP Tree Preservation Policy is included in Section 3.4, *Biological Resources*, of this Draft EIR.

### 3.11.3 Significance Thresholds and Criteria

The significance criteria used to evaluate the proposed Project impacts to land use and planning are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, the proposed Project would have a significant impact if it would:

- Physically divide an established community. (Refer to Impact 3.11-1)
- 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. (Refer to Impact 3.11-2)

In addition, an evaluation was conducted using screening criteria included in the City’s 2006 *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (L.A. CEQA Thresholds Guide). The evaluation concluded that none of the thresholds related to Land Use and Planning were triggered by the proposed Project. As a result, further analysis using the 2006 L.A. CEQA Thresholds Guide thresholds is not required for this topic.

### 3.11.4 Project Design Features

No specific project design features are proposed with regard to land use.

### 3.11.5 Impacts and Mitigation Measures

#### Divide Established Community

**Impact 3.11-1: Would the proposed Project physically divide an established community?**

**Construction/Operation**

Total construction durations for each proposed park zone are identified in Chapter 2, Project Description. Construction of the proposed park zones may occur simultaneously or sequentially with the shortest construction duration occurring within a 5-year period and would not result in any permanent physical divisions of a community or changes to the SLRC boundaries.
Temporary disruptions to on-site and surrounding land uses may include short-term access changes, detours, or lane closures. No physical division of the community would result from the proposed Project.

In the long term, after construction is complete, the proposed Project’s uses would be consistent with existing land uses at the SLRC. The proposed Project would not result in changes to the surrounding land uses. The analysis throughout this EIR assumes a 2-phased approach as outlined in Chapter 2, Project Description. The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed Project have been analyzed throughout this EIR (refer to Chapter 3).

The proposed Project would not include changes to the existing zoning or open space land use designation and would not result in land use or development patterns that would result in infrastructure changes that could physically divide an established community. Since the zoning and open space land use designation would not change, a “spot” zone would not occur. Furthermore, the proposed Project would not include the construction of linear features such as an interstate highway, railroad tracks, or permanent removal of a means of access, such as a local road or bridge that would impact mobility within an existing community or between a community and outlying area resulting in the physical division of the established community. As such, the proposed Project would not physically divide an established community. Impacts would be considered less than significant.

**Mitigation Measures:**

None Required

**Significance Determination:**

Less than Significant Impact

**Land Use Plans**

Impact 3.11-2: Would the proposed Project 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?

**Construction / Operation**

Proposed Project development would be subject to various land use plans and policies as well as development standards in the LAMC’s Planning and Zoning Code. Proposed Project consistency with the applicable plans, policies, guidance, and regulations discussed in Section 3.11.2 above are addressed below in Table 3.11-1. The proposed Project would be consistent with the adopted land use designation for the site in the Community Plan; the General Plan; and adopted environmental goals or policies contained in other applicable plans. The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area are identified throughout this EIR and in Table 3.11-1, below.
3. Environmental Setting, Impact Analysis, and Mitigation Measures

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### Table 3.11-1
**Consistency with Applicable Plans and Goals, Objectives and Policies**

<table>
<thead>
<tr>
<th>Goal or Objective</th>
<th>Consistency</th>
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</thead>
<tbody>
<tr>
<td><strong>City’s Framework Element – General Plan</strong></td>
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<tr>
<td><strong>Urban Form and Neighborhood Design</strong></td>
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<tr>
<td><strong>Community Facilities and Improvements</strong></td>
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<tr>
<td><strong>Objective 5.4:</strong> Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.</td>
<td>Consistent. The proposed Project would allow for a wider range of recreational and educational activities for the community. New hours and lighting would improve accessibility.</td>
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<tr>
<td><strong>Livable Neighborhoods</strong></td>
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<tr>
<td><strong>Objective 5.5:</strong> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</td>
<td>Consistent. The proposed Project would improve the quality of the public realm by expanding the recreational facilities available to the public within the SLRC and through the enhancement of the existing habitat. The Project would enhance the quality of life for surrounding neighborhoods.</td>
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<td><strong>Improving Personal Safety Through Urban Form and Neighborhood Design</strong></td>
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<tr>
<td><strong>Objective 5.9:</strong> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</td>
<td>Consistent. The proposed Project would improve safety and surveillance by providing lighting along walking path. Further, the proposed project would include security staff presence within the proposed Project site to provide oversight, details of which would be outlined in the Operation and Maintenance Plan’s Safety Plan. LADWP facilities located within the SLRC, but outside of the proposed Project area would remain fenced and not accessible to the public to ensure personal safety. The proposed Project would not conflict with policies that encourage proper design and effective use of the built environment to help increase personal safety.</td>
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<tr>
<td><strong>Open Space and Conservation</strong></td>
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<td><strong>Resource Conservation and Management</strong></td>
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<td><strong>Goal 6A:</strong> An Integrated Citywide/regional public and private open space system that serves and is accessible by the City’s population and is unthreatened by encroachment from other land uses.</td>
<td>Consistent. The proposed Project would include improvements to habitat within the SLRC. The proposed Project would not convert the existing land use and zoning designation of the site. The Project site would remain open space and would include the addition of new passive and active recreational spaces for use by the public, and enhancement of habitat areas. The proposed Project would not conflict with policies that protect the City’s natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City’s natural resources to contribute to the sustainability of the region.</td>
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<tr>
<td><strong>Land Form and Scenic Vistas</strong></td>
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<td><strong>Objective:</strong> Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.</td>
<td>Consistent. The proposed Project would enhance the visual and aesthetic quality of the SLRC. Refer to Section 3.1 Aesthetic Resources.</td>
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<tr>
<td><strong>Outdoor Recreation</strong></td>
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<td><strong>Objective 6.2:</strong> Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.</td>
<td>Consistent. The proposed Project would enhance the SLRC and maintain community connections to the SLRC.</td>
</tr>
<tr>
<td><strong>Public Safety</strong></td>
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<td><strong>Objective 6.3:</strong> Ensure that open space is managed to minimize environmental risks to the public.</td>
<td>Consistent. Under the proposed Project, security and lighting would be implemented throughout the proposed Project site. A Security Plan would be included as part of the Operations and Maintenance Plan for the Project site. Operation of the Project would incorporate a security program to ensure the safety of park visitors, which would include the use of security staff, emergency call boxes, and other public safety devices. Staff would provide</td>
</tr>
</tbody>
</table>
3. Environmental Setting, Impact Analysis, and Mitigation Measures

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Goal or Objective | Consistency
--- | ---
| oversight over the area’s large acreage to address safety concerns related to the reservoir space and unsafe behavior. The Security Plan would be implemented in connection with the removal of the perimeter fence, as each proposed park zone is constructed. Existing LADWP facilities would remain fenced off and inaccessible to the public. As such, since LADWP facilities would be fenced to separate access from the proposed Project areas, this would minimize environmental risks to the public associated with safety, as it relates to the adjacent water treatment facility.

Community Stability

Objective 6.4: Ensure that the City’s open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.

Consistent. The proposed Project would contribute to the stability and character of the surrounding community by providing opportunities for the enjoyment of open space, a greater variety of active and passive recreational opportunities, habitats with native trees and vegetation, as well as community spaces with public use via the proposed Multi-Purpose Facility and Education Center. In addition, the proposed Project would upgrade the visible boundaries of the SLRC along the adjacent residential/commercial streets with updated habitat and landscaping. The proposed Project would provide more opportunity to enjoy Open Space via an upgraded community park. Therefore, the proposed Project would not conflict with policies that ensure that the City’s open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.

Infrastructure and Public Services

Goal 9C Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.

Consistent. The proposed Project exists in an already-developed part of the city where existing public utilities and infrastructure exist. In addition, with implementation of Project Design Features (PDFs) related to water supply and stormwater, sufficient water supply would be available and existing stormwater infrastructure would have the capacity to meet the demands of the proposed Project (see Section 3.18, Utilities and Service Systems). The proposed Project would not conflict with policies associated with water supply.

Police

Goal 9I Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.

Objective 9.15 Provide for adequate public safety in emergency situations.

Consistent. The proposed Project would improve safety and surveillance by providing lighting along pathways as described above. Further, as described in Section 2. Proposed Project, a Security Plan would be prepared as part of the future Operations and Maintenance Plan, utilizing security personnel and safety devices, such as emergency call boxes. It is anticipated that staff would have a daily presence within the proposed Project site to provide oversight of the area’s large acreage and to address safety concerns. The proposed Project would not conflict with goals and policies associated with police services, facilities, and equipment.

Fire

Goal 9J Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.

Objective 9.17 Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.

Objective 9.19 Maintain the Los Angeles Fire Department’s ability to assure public safety in emergency situations.

Consistent. The proposed Project would improve safety to reduce need for fire protection services by providing lighting along pathways as described above. Further, under the proposed Project, security staff would have a daily presence within the proposed Project area to provide oversight of the proposed Project area as outlined in the Project’s Security Plan. The removal of the perimeter fence and walking paths around the proposed Project site would allow for access to emergency service personnel. The majority of the walking paths would be constructed to allow for LADWP maintenance vehicles to access the reservoirs and their restricted facilities within the SLRC. Vehicular access to the Project site would not
3. Environmental Setting, Impact Analysis, and Mitigation Measures

3.11 Land Use

<table>
<thead>
<tr>
<th>Goal or Objective</th>
<th>Consistency</th>
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<tr>
<td>be modified from existing conditions. LAFD would be able to serve the proposed Project and would not result in the need for new or altered fire facilities. The proposed Project would not conflict with goals and policies associated with fire services, facilities, and equipment.</td>
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<table>
<thead>
<tr>
<th>Mobility Plan 2035</th>
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</thead>
<tbody>
<tr>
<td><strong>Safety</strong></td>
</tr>
<tr>
<td><strong>Policy 1.1:</strong> Roadway User Vulnerability: Design, plan, and operate streets to prioritize safety of the most vulnerable roadway user.</td>
</tr>
<tr>
<td>Consistent. Both off-site improvement options would include the installation of two-way protected bike lanes along the western side of the Silver Lake Boulevard, closest to the SLRC for ease of access to the site. Option 1, which includes additional parking on the western side of Silver Lake Boulevard, would include a new 5-foot sidewalk between the bike lanes and parking, improving bicycle safety on Silver Lake Boulevard.</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
</tr>
<tr>
<td><strong>Policy 2.3:</strong> Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</td>
</tr>
<tr>
<td>Consistent. The proposed Project includes a total of approximately 33 acres of new usable space, including approximately 10 acres for active and passive recreation and approximately 5.5 miles of walking paths and trails to provide public access throughout the proposed Project area. The proposed Project’s new usable spaces allow for biking along the SLRC boundaries via the existing bicycle network (Figure 2-16) and updated bike path proposed along Silver Lake Boulevard. Therefore, the proposed Project would support walking and bicycling as forms of travel and recreation within the proposed Project area.</td>
</tr>
<tr>
<td><strong>Policy 2.6:</strong> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.</td>
</tr>
<tr>
<td>Consistent. The proposed Project includes a total of approximately 33 acres of new usable space, including approximately 10 acres for active and passive recreation and approximately 5.5 miles of walking paths and trails to provide public access throughout the proposed Project area. The proposed Project’s new usable spaces allow for biking along the SLRC boundaries via the existing bicycle network (Figure 2-16) and updated bike path proposed along Silver Lake Boulevard. Therefore, the proposed Project would support walking and bicycling as forms of travel and recreation within the proposed Project area.</td>
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<thead>
<tr>
<th>Access</th>
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<tbody>
<tr>
<td><strong>Policy 3.1:</strong> Recognize all mode of travel, including pedestrian, bicycle, transit, and vehicular modes as integral components of the City’s transportation system.</td>
</tr>
<tr>
<td>Consistent. Connections to the proposed Project area from the surrounding neighborhood were informed by the existing bus stop locations along West Silver Lake Drive and Glendale Boulevard as well as the existing pedestrian pathways in the neighborhood. To allow for public access to park amenities, an accessible vehicle and bus parking area would be located at the corner of Silver Lake Boulevard and Armstrong Avenue. To create safe points of entry into the proposed Project area, new pedestrian-activated flashing beacon crossings would be added along Silver Lake Boulevard and West Silver Lake Drive. The proposed pathways would be implemented as pedestrian only with bike circulation around the perimeter. Bicycle parking and/or bike-share stations would be located at all key pedestrian connection points. These proposed Project circulation design elements recognize all modes of travel and would aid in the reduction of vehicle trips by providing opportunities for public access of the area via public transportation and walking/biking. The Project also includes the addition of parking along West Silver Lake Drive, and the addition of either Parking with an improved bike lane (Option 1) or an improved bike lane (Option 2) along Silver Lake Boulevard between Armstrong and Van Pelt. Both options would include protected bike lanes. Option 1 would include a sidewalk between the lanes of traffic and a two-way bike lane placed closest to the SLRC for ease of access to the site, improving bicycle circulation on Silver Lake Boulevard. Refer to Section 3.16, Transportation for further discussion on the Project’s consistency with the Mobility Plan.</td>
</tr>
<tr>
<td><strong>Policy 3.3:</strong> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</td>
</tr>
<tr>
<td>Consistent. Connections to the proposed Project area from the surrounding neighborhood were informed by the existing bus stop locations along West Silver Lake Drive and Glendale Boulevard as well as the existing pedestrian pathways in the neighborhood. To allow for public access to park amenities, an accessible vehicle and bus parking area would be located at the corner of Silver Lake Boulevard and Armstrong Avenue. To create safe points of entry into the proposed Project area, new pedestrian-activated flashing beacon crossings would be added along Silver Lake Boulevard and West Silver Lake Drive. The proposed pathways would be implemented as pedestrian only with bike circulation around the perimeter. Bicycle parking and/or bike-share stations would be located at all key pedestrian connection points. These proposed Project circulation design elements recognize all modes of travel and would aid in the reduction of vehicle trips by providing opportunities for public access of the area via public transportation and walking/biking. The Project also includes the addition of parking along West Silver Lake Drive, and the addition of either Parking with an improved bike lane (Option 1) or an improved bike lane (Option 2) along Silver Lake Boulevard between Armstrong and Van Pelt. Both options would include protected bike lanes. Option 1 would include a sidewalk between the lanes of traffic and a two-way bike lane placed closest to the SLRC for ease of access to the site, improving bicycle circulation on Silver Lake Boulevard. Refer to Section 3.16, Transportation for further discussion on the Project’s consistency with the Mobility Plan.</td>
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## Goal or Objective

### City of Los Angeles General Plan

#### Safety Element

**Goal 1:** A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions, or release of hazardous materials disasters is minimized.

**Objective 1.1** Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City’s comprehensive emergency response and recovery plans and programs.

**Goal 2** A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.

**Objective 2.1** Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City’s comprehensive hazard mitigation and recovery plans and programs.

**Goal 3** A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.

**Objective 3.1** Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City’s comprehensive hazard mitigation and emergency response plans and programs.

**Policy 3.1.1** Coordination: Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster. [All EOO recovery programs involving cooperative efforts between entities implement this policy.]

#### Noise

**Objective 2 (Non-airport):** Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

**Consistent:** The proposed Project would incorporate publicly accessible open space and amenities, available to the general public. Construction noise associated with construction of the proposed Project is detailed in under Section 3.12 Noise. Special events, including outdoor concerts, movie nights, or luncheons could potentially be held at the outdoor open spaces and could require amplified sound. However, with implementation of Mitigation Measure NOISE-6, use of an amplified speaker system in The Meadow would be limited to a sound level equivalent to 78 dBA to reduce intrusive noise and alleviate noise that is deemed a public nuisance. Therefore, the Project would not conflict with objectives and policies established for non-airport related intrusive noise and proposed development of land and changes in land use.
<table>
<thead>
<tr>
<th>Goal or Objective</th>
<th>Consistency</th>
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<tbody>
<tr>
<td><strong>Health and Wellness Element</strong></td>
<td>Consistent. The proposed Project would redesign approximately 116-acres of the 127-acre SLRC with public community park amenities. Current public access is limited to the proposed Project site, and the Project would include new active and passive recreational opportunities for the community, including 5.5 miles of universally accessible walking paths. ADA accessible parking would be incorporated into the proposed Project site. In addition, the fence surrounding the facility would be removed and additional access points into the new park areas would be added along the east and west side of the Project site. Therefore, the proposed Project would not conflict with objectives and policies established for parks and open spaces and would relieve demand on the Community's recreational services and facilities.</td>
</tr>
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</table>

**Bountiful Parks and Open Spaces**

**Objective:** Increase the number of neighborhood and community parks so that every Community Plan Area strives for 3 acres of neighborhood and community park space per 1000 residents (excluding regional parks and open spaces).

**Objective:** Increase access to parks so that 75% of all residents are within a 1/4 mile walk of a park or open space facility.

**Objective:** Increase the number of parks that feature or incorporate universally-accessible features.

| **Silver Lake-Echo Park-Elysian Valley Community Plan** | Consistent. As described in Chapter 2, Project Description and further in Section 3.1, Aesthetics, the proposed Project would design all proposed buildings and structures as an architectural ensemble that relate in form with mid-century modern architecture of the surrounding Silver Lake neighborhood. The scale of all proposed buildings and structures would be consistent with the residential character of the surrounding neighborhood. Additionally, proposed Project buildings and structures would be constructed with materials similar to those used in the surrounding buildings. Therefore, the proposed Project would enhance the existing SLRC with these proposed buildings and structures, while preserving the district character of the surrounding residential neighborhood. |

**Objective 1-3:** Preserve and enhance the varied and distinct character and integrity of existing single and multiple family neighborhoods.

**Objective 1-5:** Preserve and enhance neighborhoods with distinctive and significant historic or architectural character.

| **Goal 4:** Adequate recreation and park facilities which meet the needs of the residents in the plan area and create links to existing facilities to expand recreational opportunities citywide. | Consistent. The proposed Project would expand the existing recreation and public park space within the SLRC and would, thus, meet this goal. The proposed Project objectives aim to conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.

The proposed Project would enhance the existing recreational facilities within the South Valley zone including the Recreation Center and Dog Park, and would also improve the existing Meadow. Further, by redesigning a majority of the SLRC and opening it up to public passive and active recreational uses, the proposed Project would be expanding recreational opportunities. |

**Objective 4-1:** To conserve, maintain and better use existing recreation and park facilities.

| **Goal 5:** A community with sufficient open space in balance with new development to serve the recreational, environmental and health needs of the community. | Consistent. See above descriptions of how the proposed Project would redesign existing open space within the Community to serve recreational needs. The proposed Project would be consistent with this goal and objectives. |

**Objective 5-1:** Preserve existing and develop new open space resources.

**Objective 5-2:** Provide/ensure access to new recreational resources and open space developed throughout the Plan area, including trails and facilities along the Los Angeles River, and new parks.
### Goal or Objective

**Silver Lake Reservoir Master Plan Design Guidelines**

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<thead>
<tr>
<th>Goal or Objective</th>
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<tbody>
<tr>
<td>1. Install and maintain a landscape buffer between the public street and a planned continuous running/walking path should consist of low shrubs and street trees to maintain views and whenever possible use drought tolerant species such as those suggested in the Silver Lake Reservoir Master Plan.</td>
<td>Consistent. The proposed Project would establish gateways to the open space resources around the reservoir that would provide seating options. A landscape buffer consisting of drought tolerant plantings would be installed between the public street and the perimeter walking path/promenade. Once an operator has been determined, the operator and the City would prepare an Operations and Maintenance Plan for the proposed project with detailed guidance on the operational needs for the proposed Project site. This Plan would include a section on Brush Clearance, Security, and Tree Succession Plan. Utilities associated with the proposed project would be located underground. In addition, drought-tolerant, coastal scrub planting palette would be installed consistent with the recommended use of drought-tolerant plantings identified in the Silver Lake Reservoir Master Plan Design Guidelines.</td>
</tr>
<tr>
<td>4. Encourage regular maintenance of fences as well as trimming and pruning of overgrown shrubs and trees to preserve views.</td>
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<tr>
<td>5. To further preserve views, encourage the use of smaller native trees and shrubs and space larger trees to prevent the formation of a solid wall of foliage and use species that are more narrow and columnar in character and do not create a hedge effect.</td>
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<tr>
<td>6. Preserve, as prescribed by the Master Plan, existing trees in the eucalyptus grove, the Recreation and Parks area, the olive grove and the knoll. 7. Tree plantings in parkways should consist of low plantings that are dense, evergreen and low maintenance.</td>
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<tr>
<td>11. Ensure that streetscape and other design improvements comply with Silver Lake Boulevard’s Scenic Highway designation, including the prohibitions on signs and the undergrounding or screening of utilities.</td>
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<tr>
<td>12. Sustainable design practices should be employed whenever possible including the use of drought-tolerant plantings, use of recycled materials and use of lighting with low-energy requirements.</td>
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### 2020-2045 RTP/SCS

- **Goal 6**: Support healthy and equitable communities
- **Goal 7**: Adapt to a changing climate and support an integrated regional development pattern and transportation network
- **Goal 10**: Promote conservation of natural and agricultural lands and restoration of habitats

**Consistent.** SCAG’s 2020–2045 RTP/SCS includes Goals 6, 7, and 10 that are applicable to the proposed Project which would avoid or reduce the proposed Project’s environmental impacts. The proposed Project would not conflict with applicable strategies of the 2020-2045 RTP/SCS. The goals of the 2020-2045 RTP/SCS are focused on priorities, such as promoting land use and growth patterns that facilitate transit use and active transportation (e.g., bicycling and walking), thus, reducing VMT and increasing energy efficiency. The proposed Project would not conflict with the strategy of the 2020-2045 RTP/SCS to encourage pedestrian and bicycle access through the provision of new recreational opportunities within the proposed Project area that would serve the immediate neighborhood and vicinity. Thus, the proposed Project would not conflict with 2020-2045 RTP/SCS strategies to promote sustainable transportation solutions and support healthy and equitable communities. The proposed Project would implement native groundcover and implement replanting strategies over time to increase species diversity and improve overall habitat value of SLRC areas such as the Knoll and Eucalyptus Grove. The ornamental garden areas would be a combination of native and drought-tolerant species appropriate to the Los Angeles region to provide a plant palette adapted to climate change. Additionally, the proposed Project would add new floating habitat islands to both the Ivanhoe and Silver Lake Reservoir, and wetland habitat along the perimeter of the reservoirs which would create new habitat and increase...
### Goal or Objective

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<tr>
<td><strong>species diversity within the proposed Project area, and aid in the overall health/water quality of the reservoirs. Therefore, the proposed Project would protect and restore habitat, consistent with the 2020-2045 RTP/SCS.</strong></td>
</tr>
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</table>

#### Complete Streets

**Goal:** The Complete Streets Design Guide provides a compilation of design concepts and best practices that promote safety, accessibility and convenience for all transportation users as described in California’s Complete Streets Act of 2008 (AB 1398); including pedestrians, bicyclists, transit riders, and motorists. By prioritizing people over cars, the streets of Los Angeles can provide lively gathering places that foster community building and neighborhood identity, encourage healthy recreational activities such as walking, running, and bicycling.

**Consistent.** As described in Section 2.0, Project Description, the proposed Project includes two Options associated with parking and/or bike improvements surrounding the SLRC. Option 1 would include a two-way improved bike lane on the west side of the road, closest to the SLRC, buffered by a 2-foot sidewalk running the length of this segment, followed by the addition of parallel parking on the west side of the road. Option 2 would include restriping along Silver Lake Boulevard with improvements to the bike lane only and no addition of parking. Under Option 2 the two-way improved bike lane would be on the west side of the road, followed by a marked buffer, and then traffic lanes in both directions. Figure 2-16 shows a cross section of both options. Both options would include protected bike lanes on the side closest to the SLRC allowing for easier access to the proposed Project site. The proposed Project would promote safety, accessibility, and convenience for all visitors, and encourage physical activities with the inclusion of various recreational amenities.

#### L.A’s Green New Deal

**Incorporate additional cooling features such as innovative shade designs, water features, and cooling centers at parks.**

**Consistent.** The proposed Project would implement new shade pavilions and seated terraces/other resting stops throughout the proposed Project area. Additionally, implementation of the proposed Project would result in extensive landscaping improvements to create improved upland and new habitat areas that would maximize shade throughout the SLRC.

**Monitor biodiversity and natural areas.**

**Consistent.** The proposed Project’s wetland and upland habitat areas and ornamental gardens maintenance would include grass cutting and tree pruning, and specialized maintenance of plantings and vegetation, including wetland habitats. Water management would include water quality permitting, monitoring, and compliance as well as in-lake activities, such as debris removal and maintaining the floating wetland habitat islands. Horticulture maintenance and water management would require a total of approximately 5 staff, daily. Therefore, the proposed Project would monitor the natural areas of the SLRC.

**Preserve and expand connectivity and access to natural habitats.**

**Consistent.** The proposed Project includes new walking paths and trails to provide public access and connectivity to natural habitats. Removal of the perimeter fence would also expand connectivity and wildlife access to the water.

**Protect and restore sensitive habitats.**

**Consistent.** The proposed Project would plant native groundcover and implement replanting strategies over time to increase species diversity and improve overall habitat value of SLRC areas such as the Knoll and Eucalyptus Grove. Additionally, the proposed Project would add new floating habitat islands to both the Ivanhoe and Silver Lake Reservoir, and wetland habitat along the perimeter of the reservoirs which would create new habitat and increase species diversity within the proposed Project area, and aid in the overall health/water quality of the reservoirs. All biologically sensitive areas would contain wildlife fencing. Therefore, the proposed Project would protect and restore habitat.
3. Environmental Setting, Impact Analysis, and Mitigation Measures

3.11 Land Use

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<th>Goal or Objective</th>
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<tbody>
<tr>
<td>Increase the number of native and pollinator-friendly gardens and natural areas in public spaces.</td>
<td>Consistent. With proposed Project implementation, a wide, tree-lined promenade along Silver Lake Boulevard would connect to the proposed ornamental gardens, which would encompass approximately 1.5 acres. The gardens would contain a mix of native and regionally adapted water-wise (drought-tolerant) plants with an emphasis on attracting pollinator species. Therefore, the proposed Project would increase the number of native and pollinator-friendly gardens within the SLRC.</td>
</tr>
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</table>

Los Angeles Municipal Code

The proposed Project would be consistent with applicable provisions of the LAMC – which include Open Space Zoning. The entirety of the proposed Project area is zoned as Open Space (OS), which allows for the following applicable uses of the SLRC; parks and recreation facilities, including: bicycle trails, walking trails, nature trails, park land/lawn areas, children’s’ play areas, child care facilities, picnic facilities, and athletic fields, public water supply reservoirs (uncovered) and accessory uses which are incidental to the operation and continued maintenance of such reservoirs, water conservation and flood plain areas. The proposed Project would redesign existing park facilities. The zoning designation of the entire proposed Project area will not change with proposed Project implementation. The proposed uses would continue to be consistent with existing uses described above, which are permitted under the LACM. Therefore, the proposed Project would not result in significant environmental impacts related to inconsistency with the LAMC’s land use regulations. As such, impacts with respect to the land use provisions of the LAMC would be less than significant.

South Coast Air Quality Management District Air Quality Management Plan

The SCAQMD’s AQMP presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions. The Project would be consistent with the AQMP as the Project would incorporate into its design appropriate control strategies set forth in the AQMP for achieving its emission reduction goals and would be consistent with the demographic and economic assumptions upon which the AQMP is based (see Chapter 2.5.7, Sustainability Features, of this Draft EIR for additional details). Additional discussion of the AQMP, and proposed Project consistency with the AQMP, is addressed in Section 3.3, Air Quality, of this Draft EIR.

City of Los Angeles Department of Recreation and Parks Tree Preservation Policy

As discussed in section 3.4, Biological Resources of this EIR, the proposed Project has the potential to result in impacts to native shrubs and trees regulated by the City of Los Angeles’ Department of Recreation and Parks (RAP) Native Tree and Shrub Ordinance (LAMC Chapter IV, Article 6). However, compliance with the City of Los Angeles Native Tree and Shrub Ordinance would ensure that the proposed Project would be consistent with the City of Los Angeles Department of Recreation and Parks Urban Forest Program Tree Preservation Policy, amended in March 2022. Trees removed would be replaced at ratios assigned by RAP. Furthermore, with implementation of PDF-BIO-1 through PDF-BIO-14 and Mitigation Measures
BIO-1 and BIO-5, the proposed Project would result in less than significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. PDFs including PDF-BIO-1, which would require the replacement of ornamental native plants if impacted; PDF-BIO-4, which would establish tree protection fencing; PDF-BIO-5, which would restrict grading/trenching to areas outside the TPZ of the trees; PDF-BIO-6, which aims to avoiding root damage; PDF-BIO-7, which would require that soil levels be returned to the original grade, at which trees’ roots were first established; PDF-BIO-8, which would ensure proper irrigation; PDF-BIO-9, which would ensure landscaping near protected trees would be drought-tolerant only unless trees are already accustomed to current landscape irrigation (to be confirmed by arborist); PDF-BIO-10, which would ensure tree pest inspection; PDF-BIO-11, which includes the development of a Pest Management Plan; and PDF-BIO-12, which would prevent pathogen spread; and PDF-BIO-14, which determines mitigation replacement ratios. All of these would ensure consistency with RAP’s Tree Preservation Policy. As a result, the Project would be consistent and impacts would be considered less than significant.

The proposed Project would not result in impacts related to a conflict with a land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect. Instead, as documented in Table 3.11-1, the proposed Project would promote consistency with applicable plans, policies, and regulations adopted for the purposes of avoiding or mitigating an environmental effect.

Mitigation Measures:
None Required

Significance Determination:
Less than Significant Impact

Cumulative Impact

Impact 3.11-3: Would the proposed Project construction and operation, when considered with related projects in the geographic scope, result in a cumulatively considerable impact to land use and planning?

Table 3-2 in Chapter 3, Environmental Setting, Impact Analysis, and Mitigation Measures, of this Draft EIR, lists thirteen related projects that are planned or are under construction within the Project area. The proposed Project is not expected to result in significant impacts on Land Use and Planning. The related projects would include mixed-use developments, a childcare facility, residential, and commercial uses would be consistent with the City’s vision for developing additional housing, and complimentary to the goals of increased recreational access. Many of the related projects would be limited to improvements to existing facilities and in-fill developments that would not conflict with existing land uses and zoning designations. These projects would be required to obtain all necessary permits and approvals (including CEQA) prior to construction, as well as comply with the City’s development requirements and construction and building permits outlined in the City’s Municipal Code and the California Building Standards Code. These projects would also be evaluated based on their consistency with the City’s land use plans, policies, and
regulations. In addition, all related projects would be required to develop avoidance, minimization, and mitigation measures. Therefore, based on the proposed uses for the related projects and the Project, the related projects individually or in combination with the Project, would not conflict with policies of land use plans, adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Project’s contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts with respect to conflict with plans and policies adopted to avoid or mitigate an environmental effect would be less than significant.

Mitigation Measures:
None Required

Significance Determination:
Less than Significant Impact

3.11.6 Summary of Impacts

Table 3.11-2 summarizes the impact significance determinations and lists mitigation measures related to land use and planning.

<table>
<thead>
<tr>
<th>Impact</th>
<th>Mitigation Measure</th>
<th>Significance</th>
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<tbody>
<tr>
<td>3.11-1: Divide Established Community</td>
<td>None Required</td>
<td>LTS</td>
</tr>
<tr>
<td>3.11-2: Land Use Plans</td>
<td>None Required</td>
<td>LTS</td>
</tr>
<tr>
<td>3.11-3: Cumulative</td>
<td>None Required</td>
<td>LTS</td>
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</table>

NOTES:
NI = No Impact, no mitigation proposed
LTS = Less than Significant, no mitigation proposed
LTSM = Less than Significant Impact with Mitigation Incorporated
SU = Significant and Unavoidable

3.11.7 References


Personal communication, City of Los Angeles Planning Department, July 2022.
