5.10 LAND USE AND PLANNING

This section provides the existing land use and planning context for the project site and provides an analysis of the potential environmental impacts related to land use and planning that may result from implementation of the project. This section also includes a project consistency analysis with applicable land use policies and analysis of potential impacts that may result from conflicts with applicable land use policies.

While the project site is located within the boundaries of the city of Los Angeles, it is owned by the County of Los Angeles and is proposed for uses that benefit the public. Accordingly, the project is subject to the regulatory controls of the County of Los Angeles and not the City of Los Angeles. Nonetheless, this section includes consideration of related environmental policies within the County of Los Angeles (County) General Plan (2015), as well as the City of Los Angeles (City) General Plan (2001a), the Wilshire Community Plan (2001b), and the Southern California Association of Government's (SCAG's) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (2020).

5.10.1 Existing Conditions

5.10.1.1 Regional Setting

The project site is located at 5801 West Wilshire Boulevard within the jurisdictional boundaries of the City of Los Angeles, in Los Angeles County. Los Angeles County is one of the largest counties in the country, encompassing approximately 4,083 square miles, consisting of 88 incorporated cities, including the City of Los Angeles, with approximately 2,650 square miles of unincorporated areas (SCAG 2019). The unincorporated areas of Los Angeles County include large amounts of sparsely populated land, with more than half of the unincorporated area designated for natural resources. Land uses in the incorporated areas of Los Angeles County represent diverse urban, suburban, and rural land use patterns. Los Angeles is the second largest city in the nation and the largest city in California, encompassing approximately 470 square miles. Downtown Los Angeles, where the project site is located, is the largest urbanized center within Southern California (SCAG 2020).

The County of Los Angeles is one of six counties included in the Southern California Association of Governments. SCAG is the federally designated Metropolitan Planning Organization for six Southern California counties: Los Angeles, Riverside, San Bernardino, Orange, Imperial, and Ventura. SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality.

5.10.1.2 Project Site Setting

The project site is located within the Mid-Wilshire corridor in the city of Los Angeles, approximately 5.5 miles west of downtown Los Angeles and approximately 8.6 miles east of the Pacific Ocean. The project site includes 13 acres of Hancock Park and is bounded by West 6th Street to the north, South Curson Avenue to the east, Wilshire Boulevard to the south, and the Los Angeles County Museum of Art (LACMA) to the west. The area is known as the Miracle Mile neighborhood.

While the project site is owned by the County, it is not located within an unincorporated area of the County. Therefore, the County does not establish land use and zoning designations for the project site. Instead, the project site is located within the incorporated boundaries of the City of Los Angeles, and is identified in the City General Plan and the Wilshire Community Plan (City of Los Angeles 2001a, 2001b) with a land use designation of Public Facilities (PF) and an associated zoning designation of Public Facilities, Height District 1, Development Limitation (PF-1D) (Figures 5.10-1 and 5.10-2).

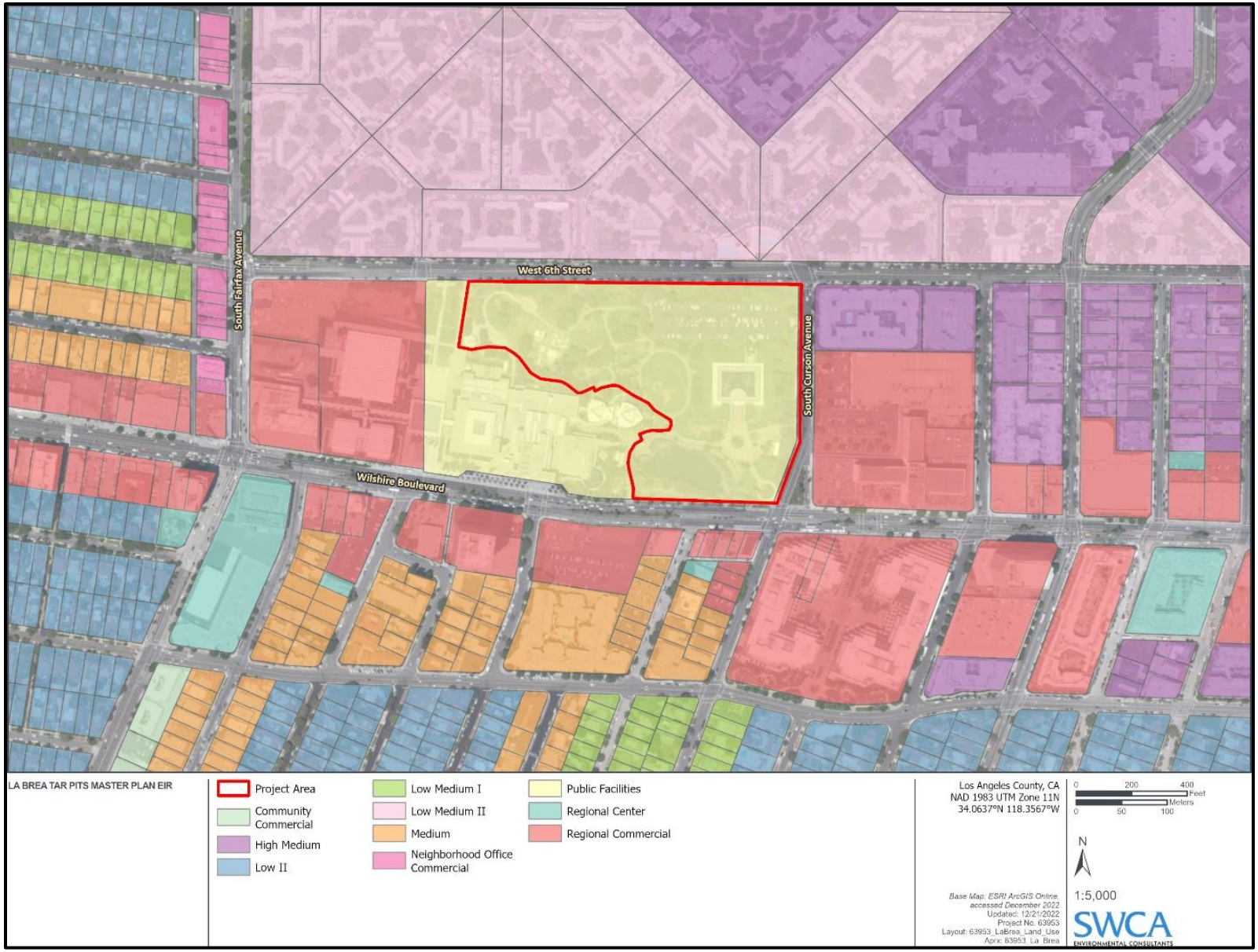

Figure 5.10-1. Existing City land use designations within the project vicinity.

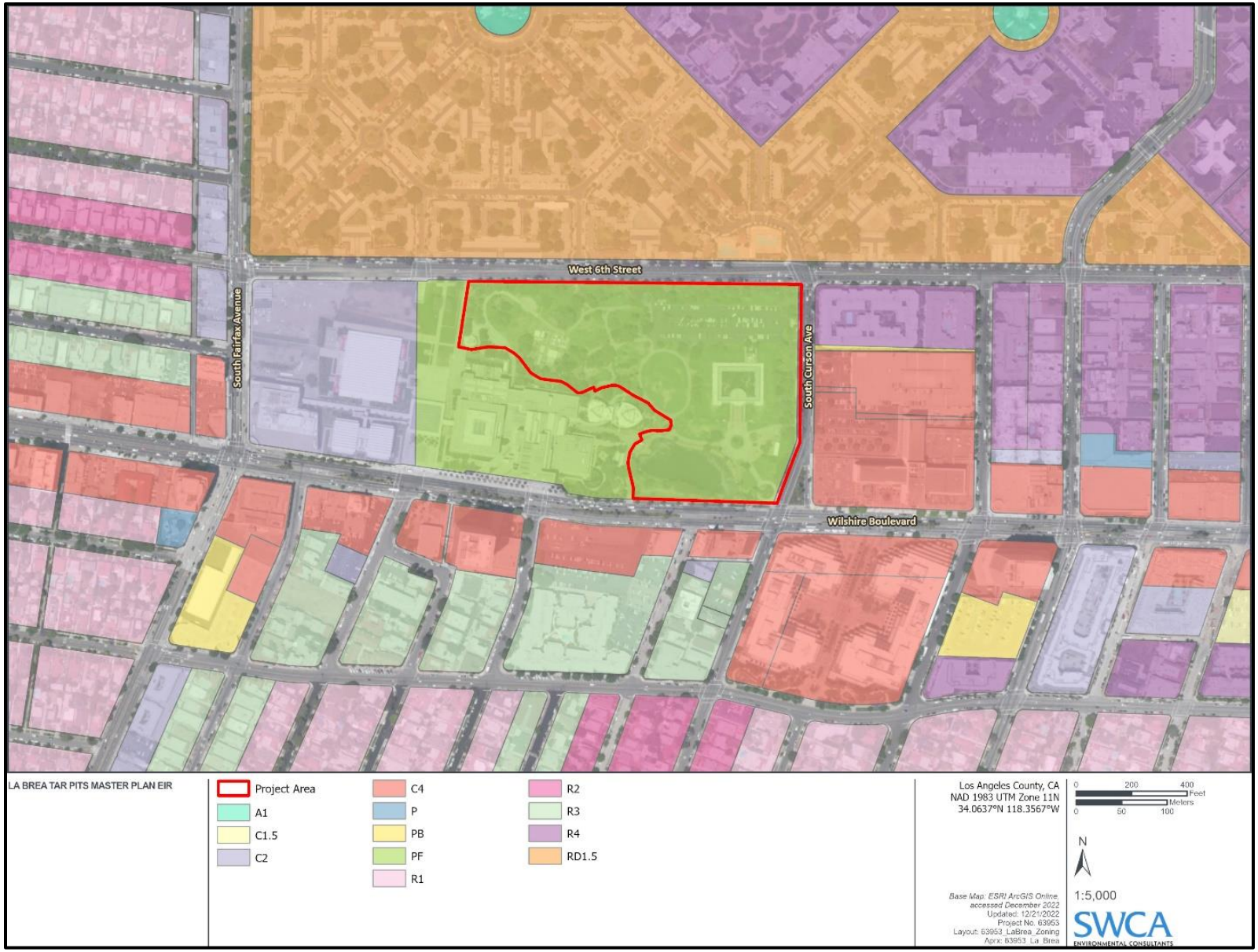

Figure 5.10-2. Existing City zoning designations within the project vicinity.

However, the regulations and guidelines set forth in the City's Zoning Ordinance do not apply to the project site, because it is owned and operated by the County. The guidelines of the City's PF zone are included here for informational purposes only. The PF zone permits a wide array of land uses, including farms and nurseries, public parking facilities, fire and police stations, government buildings, structures, offices and service facilities inducing maintenance yards, public libraries, post offices and facilities, public health facilities, public elementary and secondary schools, and any joint public and private development uses (City of Los Angeles 2022). The Height District 1 designation within the PF zone establishes no height limit and a maximum floor area ratio (FAR) of 3:1 (City of Los Angeles 2020).

5.10.1.3 Surrounding Land Uses

The project site is in a highly developed urban area characterized by a mix of commercial, office, and residential uses as well as neighboring museum-related uses and the open space provided within Hancock Park. The land uses surrounding the project site are designated and zoned by the City. Table 5.10-1 provides a summary of existing surrounding land uses in vicinity of the project site.

Table 5.10-1. Existing Surrounding Land Uses in the Project Vicinity

Location	Jurisdiction	Description of Existing Uses	Land Use Designation(s)*	Zoning Designation(s)†
North of the project site	City of Los Angeles; Wilshire Community Plan	Park La Brea; two-story garden apartments and pool	Low Medium II Residential	RD1.5-1-O
East of the project site	City of Los Angeles; Wilshire Community Plan	Commercial and residential uses	Regional Center Commercial; High Medium Residential	C4-2-CDO-SN PB-2 R4-2
South of the project site	City of Los Angeles; Wilshire Community Plan	LACMA facilities; Peterson Automotive facilities; commercial lot under construction by Los Angeles County Metropolitan Transportation Authority for Wilshire/Fairfax Station; office uses ranging from two to 31 stories.	Regional Center Commercial; Medium Residential	C4-2-CDO-SN R3-1
West of the project site	City of Los Angeles; Wilshire Community Plan	LACMA facilities including its Pavilion for Japanese Art and the future David Geffen Galleries; outdoor public art installation; and the Academy Museum of Motion Pictures	Regional Center Commercial	C2-2-CDO-SN

* Land use designations as identified in the City's Wilshire Community Plan (City of Los Angeles 2001b).

† Zoning designation definitions (City of Los Angeles 2020):

RD1.5-1-O: Restricted Density Multiple Dwelling Zone, Heigh District 1, Oil Drilling

C2-2-CDO-SN: Qualified Condition, Commercial, Community Design Overlay, Sign District

R3-1: Multiple Dwelling Zone, Height District 1

R4-2: Multiple Dwelling Zone, Height District 2

PB-2: Parking Building Zone, Height District 2

5.10.2 Regulatory Setting

5.10.2.1 Federal

There are no federal land use regulations applicable to the project.

5.10.2.2 State

CALIFORNIA GOVERNMENT CODE

California Government Code Section 65402(b) requires Counties proposing to construct public buildings or structures on land within the jurisdiction of a City with a general plan to submit the project to the planning agency of that City for a determination of conformity with the general plan. If the City does not provide a conformity determination within 40 days of submittal, the project is deemed to be in conformity with the general plan.

SENATE BILL 375

On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: 1) regional long-range transportation plans and investments; 2) regional allocation of the obligation for Cities and Counties to zone for housing; and 3) achievement of greenhouse gas (GHG) emission reduction targets for the transportation sector set forth in AB 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region.

5.10.2.3 Regional

SOUTHERN CALIFORNIA ASSOCATION OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), also known as Connect SoCal. The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed toward the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plan's "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG reduction goals, and include, but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility.

Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the region's overall quality of life. These benefits include a 5% reduction in vehicle miles traveled (VMT) per capita and 9% reduction in vehicle hours traveled, a 2% increase in work-related transit trips, creation of more than 264,500 new jobs, a 29% reduction in greenfield development, and (building off of the 2016-2040 RTP/SCS) a 6% increase in the share of new regional household growth occurring in high-quality transit

areas (HQTAs)[1] and a 15% increase in the share of new job growth in HQTAs. The project site is located in an HQTA as designated by the 2020-2045 RTP/SCS (SCAG 2020).

5.10.2.4 County of Los Angeles

COUNTY OF LOS ANGELES 2035 GENERAL PLAN

The County of Los Angeles 2035 General Plan (2035 General Plan) was adopted on October 6, 2015, and provides the policy framework and establishes the long-range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The General Plan contains the following 10 elements, each described below: land use, mobility, air quality, conservation and natural resources, parks and recreation, noise, safety, public services and facilities, economic development, and housing. Since the project would not involve removal of existing housing, construction of new housing, or zoning changes to or form residential zoning, no policies in the housing element would be applicable to the project. Table 5.10-2 provides a summary of the 2035 General Plan Elements.

Table 5.10-2. County of Los Angeles 2035 General Plan Element Summary

General Plan Element	Summary
Land Use Element	The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated areas.
Mobility Element	The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. It assesses the challenges and constraints of the Los Angeles County transportation system and offers policy guidance to reach the County's long-term mobility goals. Two sub-elements—the Highway Plan and Bicycle Master Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the 88 cities in Los Angeles County. The Mobility Element also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas.
Air Quality Element	The Air Quality Element summarizes countywide and regional air quality issues and outlines the goals and policies that will improve air quality and reduce greenhouse gas emissions. One sub-element—the Community Climate Action Plan—supplements the Air Quality Element. This plan establishes actions for reaching the County's goals to reduce greenhouse gas emissions in the unincorporated areas.
Conservation and Natural Resources Element	The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas in the county. It addresses the following conservation areas: Open Space Resources; Biological Resources; Local Water Resources; Agricultural Resources; Mineral and Energy Resources; Scenic Resources; and Historic, Cultural, and Paleontological Resources.
Parks and Recreation Element	The Parks and Recreation Element provides policy direction for the maintenance and expansion of the County's parks and recreation system. It aims to provide an integrated parks and recreation system that meets the needs of residents. The goals and policies set forth in the Parks and Recreation Element address the growing and diverse recreation needs of the communities served by the County. It is important to note that while the project site provides existing uses that benefit the public and passive recreational opportunities including open space, it is not designated as parkland and is not managed by the County Department of Parks and Recreation.
Noise Element	The purpose of the Noise Element is to reduce and limit the public's exposure to excessive noise levels. It sets the goals and policy direction for the management of noise in the unincorporated areas of the county.

[1] HQTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minute or less service frequency during peak commuting hours.

General Plan Element	Summary
Safety Element	The purpose of the Safety Element is to reduce the potential risk of death, injuries, and economic damage resulting from natural and human-made hazards. The California Government Code requires the County General Plan to address "the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards...; flooding; and wildland and urban fires." The Safety Element addresses only limited aspects of human-made disasters, such as hazardous waste and materials management.
Public Services and Facilities Element	The Public Services and Facilities Element promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. It focuses on services and facilities that are affected the most by growth and development: drinking water; sanitary sewers; solid waste; utilities; early care and education; and libraries. It also discusses the key role of collaboration among County agencies in efficient and effective service provision and facilities planning.
Economic Development Element	The Economic Development Element outlines the County's economic development goals and provides strategies that contribute to the economic well-being of Los Angeles County. The overall performance of the economy and economic development efforts strongly impacts land use and development patterns. Through the implementation of this element, the County is planning for the economic health and prosperity of its physical and social environments and planning strategically for the future economy.
Housing Element	The Housing Element determines the existing and projected housing needs within the unincorporated areas of the county and establishes goals, policies, and implementation programs that guide decision-making on housing needs.

Source: County of Los Angeles (2015)

LOS ANGELES COUNTY CODE

Title 22, Planning and Zoning, of the County of Los Angeles County Code regulates development of unincorporated areas of the County through land use designations and development standards regarding allowable uses, density, height, and design. The project site is not located within an unincorporated area of the county; therefore, the County does not establish the land use and zoning designations for the project site. However, since the project site is owned by the County, any structures constructed as part of the project would be built in accordance with the 2020 County of Los Angeles Building Code and other applicable Los Angeles County Code requirements for development.

5.10.2.5 City of Los Angeles

Although the project site is located within the city of Los Angeles, it is owned by the County of Los Angeles. Accordingly, the project is subject to the regulatory controls of the County of Los Angeles and not the City of Los Angeles. Nonetheless, consideration of the city-level regulatory framework fulfills the intended purpose of CEQA as disclosing all relevant information associated with the project. The City's land use policy standards are implemented at the community level via community plans. The project site is located within the City's Wilshire Community Plan area. As such, the Wilshire Community Plan constitutes the local land use policy standards under the City General Plan. As identified in the Wilshire Community Plan and City's General Plan (City of Los Angeles 2001a, 2001b), the project site has a land use designation of Public Facilities (PF) and a zoning designation of Public Facilities, Height District 1 (PF-1D). However, the regulations and guidelines set forth in the City of Los Angeles General Plan and the Wilshire Community Plan do not apply to the project site, because it is owned and operated by the County. The City of Los Angeles General Plan and the Wilshire Community Plan are discussed below for informational purposes only.

CITY OF LOS ANGELES GENERAL PLAN

The City of Los Angeles General Plan (City General Plan), originally adopted in 1974, is a comprehensive long-term document that provides principles, policies, and objectives to guide future development and to meet the existing and future needs of the City. A number of these principles, policies, and objectives serve to mitigate environmental effects. The City General Plan consists of a series of documents which includes the seven elements mandated by the State of California: Land Use, Circulation (implemented through the 2035 Mobility Plan), Noise, Safety, Housing, Open Space, and Conservation. In addition, the City General Plan includes elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element (Framework Element). The Land Use Element for the City General Plan includes 35 local area plans known as Community Plans that guide land use at the local level. As previously noted, the project site is in the Wilshire Community Plan area. For the purposes of this EIR, the elements of the City General Plan that have been considered for the project include the City's Framework Element and the chapters therein, City's Mobility Plan 2035, and City's Conservation Element. Each is described in the sections below.

Framework Element

The Framework Element establishes the conceptual basis for the City General Plan that sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. This element provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans. Table 5.10-3 provides a summary of the Framework Element and the chapters therein.

Table 5.10-3. City of Los Angeles General Plan Framework Element and Chapter Summary

Framework Element Chapter	Summary
Land Use Chapter	The Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.
Housing Chapter	The overarching goal of the General Plan Framework Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the city. The General Plan Framework Housing Chapter recognizes that the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services.
Urban Form and Neighborhood Design Chapter	The Urban Form and Neighborhood Design Chapter establishes the goal of creating 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. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the Framework Element through proper massing and design of buildings, and second, to enhance the physical character of neighborhoods and communities within the city. The Framework Element does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service.

Framework Element Chapter	Summary
Open Space and Conservation Chapter	The Open Space and Conservation Chapter contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the City General Plan Open Space Element and Conservation Element. This chapter also includes policies to resolve the City's open space issues. Specifically, this chapter contains open space goals, objectives, and policies regarding resource conservation and management, outdoor recreation, public safety, community stability, and resources development.
Economic Development Chapter	The Economic Development Chapter seeks to identify physical locations necessary to attract continued economic development and investment to targeted districts and centers. Goals, objectives, and policies focus on retaining commercial uses, particularly within walking distance of residential areas, and promoting business opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods.
Transportation Chapter	The goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the City General Plan adopted by the City in September 1999. As an update to the prior Transportation Element of the City General Plan, the City Council initially adopted Mobility Plan 2035 (Mobility Plan) in August 2015. The Mobility Plan was readopted in January 2016 and amended in September 2016. Accordingly, the goals of the Transportation Chapter of the Framework Element are now implemented through the Mobility Plan, which is discussed further below.
Infrastructure and Public Services Chapter	The Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs and attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

Source: City of Los Angeles (2001a)

Mobility Plan 2035

The overarching goal of the Mobility Plan 2035 is to achieve a transportation system that balances the needs of all road users. As an update to the City General Plan Transportation Element, the Mobility Plan incorporates "complete streets" principles. In 2008, the California State Legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context." The Mobility Plan includes the following five main goals that define the City's high-level mobility priorities: Safety First; Access for All Angelenos; World Class Infrastructure; Collaboration, Communication, and Informed Choices; and Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals.

Conservation Element

The City General Plan includes a Conservation Element. The Conservation Element incorporates natural open space, agricultural, and other open space features of the State's General Plan requirements and references other city plans that address mandated subjects, including water supply and demand, which is addressed by city water plans and the Infrastructure Systems Element. The Conservation Element also addresses archaeological, paleontological, and mineral resources. The Conservation Element primarily addresses preservation, conservation, protection, and enhancement of the City's natural resources.

Section 3 of the Conservation Element recognizes the City's responsibility for identifying and protecting its archaeological and paleontological resources, and Section 5 recognizes the City's cultural and historical heritage. In these sections, the Conservation Element establishes objectives to protect important archaeological and paleontological resources, as well as its cultural and historical sites and resources for historical, cultural, research, and community educational purposes. It provides corresponding policies to continue to protect these resources potentially affected by proposed land development, demolition, or property modification activities.

WILSHIRE COMMUNITY PLAN

The Wilshire Community Plan was adopted originally adopted on September 19, 2001, and includes approximately 8,954 acres (about 14 square miles), totaling approximately 3% of the total land in the City of Los Angeles. The Wilshire Community Plan area is often spoken of as the Mid-city section of Los Angeles. The eastern edge of the approximately 2.5-mile-wide by 6-mile-long plan area is about 6 miles west of downtown Los Angeles, while the western edge abuts the City of Beverly Hills.

The Wilshire Community Plan establishes specific goals, objectives, policies, and programs to meet the existing and future needs of the Wilshire community. The Wilshire Community Plan aims to enhance the positive characteristics of residential neighborhoods while providing a variety of housing opportunities, improve the function, design, and economic vitality of the commercial areas, preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance, maximize the development opportunities around the existing and future transit systems while minimizing adverse impacts, preserve and strengthen commercial developments to provide a diverse job-producing economic base, and improve the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

The project site is located within the Wilshire Community Plan area and has a land use designation of Public Facilities (PF) (City of Los Angeles 2001b).

CITY OF LOS ANGELES MUNICIPAL CODE

Chapter I of the City of Los Angeles Municipal Code (LAMC) regulates development through zoning designations and development standards. Although the project site is located within the city of Los Angeles, the project site is owned by the County of Los Angeles; therefore, the project site is not subject to the City's Zoning Code. However, the project's consistency with the LAMC's zoning designations and development standards for the project site is evaluated for informational purposes.

As previously discussed, the project site is zoned Public Facilities, Height District 1 (PF-1D). In accordance with the LAMC, the PF zone permits a wide array of land uses including farms and nurseries; public parking facilities; fire and police stations; government buildings, structures, offices, and service facilities inducing maintenance yards; public libraries; post offices and facilities; public health facilities; public elementary and secondary schools; and any joint public and private development uses. The Height District 1 designation within the PF zone establishes no height limit and a maximum FAR of 3:1.

Implementation of the project would not include changes to the project site that would alter the nature of the current uses on-site or introduce new uses that would alter the intent of the PF zoning designation. In addition, the proposed renovations to the existing George C. Page Museum (Page Museum) and construction of the new museum building would result in maximum building heights of 30 feet.

Consistency with Applicable Plans and Policies

Table 5.10-4 through Table 5.10-7 list applicable plans and policies pertaining specifically to land use and planning that were adopted for the purpose of avoiding or mitigating an environmental effect and a preliminary evaluation of the project's consistency with the guidelines and requirements detailed therein. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency would result in an adverse physical change to the environment that is a "significant environmental effect" as defined by State CEQA Guidelines Section 15382.

A general overview of these policy documents is presented above in Section 5.10.2, Regulatory Setting. Policies with which the project may be inconsistent are discussed further in Section 5.10.5, Environmental Impact Analysis.

Table 5.10-4. Preliminary Project Policy Consistency Evaluation—County of Los Angeles General Plan

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Land Use Element	
Goal LU 5 Vibrant, livable, and healthy communities with a mix of land uses, services and amenities.	**Consistent**. The project would expand and improve existing public-serving uses on the project site. The project includes increased capacity to support research, exhibitions, amenities, programs, and community engagement at the museum. The new pedestrian path would connect the existing structures and would provide improved bicycle and pedestrian access throughout the site. The project also includes additional café and retail opportunities associated with the museum buildings. Improvements to the Central Green would further promote a destination community lawn that continues to encourage community activities and events within Hancock Park. In addition, the proposed infrastructure improvements and drivable path for food trucks would increase event and dining opportunities on-site.
Policy LU 5.2 Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.	**Consistent.** Buildout of the project would increase the total museum square footage to 104,000 square feet and would include exhibit spaces, two theaters, and research and collections rooms. The existing Page Museum would be renovated to allow for enlarged exhibition space, and other amenities. The renovation would also allow much of the collection space to reorganized and enlarged to provide better display of the collections to the public.
Policy LU 5.3 Support a mix of land uses that promote bicycling and walking and reduce VMT.	**Consistent**. The project would reconfigure the existing pathways on-site into a continuous path, which would enhance walkability and accessibility to all the elements of the park. A walking path would be constructed with interpretive signage, as well as provide areas to sit and enjoy the scenery of Hancock Park. The project would include a new school drop-off area on South Curson Avenue that would lead to the education museum entrance.
Policy LU 6.2 Encourage land uses and developments that are compatible with the natural environment and landscape.	**Consistent.** The project includes the construction of a new museum building and renovations to the existing Page Museum, which would be compatible with existing uses within and surrounding the project site. The project also would enhance the Tar Pits site with new plazas, entrances, landscaping, and pedestrian paths that would be designed to integrate the renovations to the Page Museum, the new museum building, and existing uses within Hancock Park.
Goal LU 7 Compatible land uses that complement neighborhood character and the natural environment.	**Consistent**. The project includes renovation and upgrades throughout the Page Museum and the Tar Pits site to unify all elements of Hancock Park. The proposed pedestrian path connects the existing structures and enhances amenities for community and research. There would be greater visibility from Wilshire Boulevard and the surrounding context, which would further connect La Brea Tar Pits to the greater community of Los Angeles.
Goal LU 10 Well-designed and healthy places that support a diversity of built environments.	**Consistent**. See the consistency analysis for Goal LU 5.

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Policy LU 10.3 Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, color, detailing, or ornament.	**Consistent.** As discussed in Chapter 3, Project Description, the renovations to the Page Museum and construction of the new museum building have been designed to be consistent with the scale and diversity of the existing built environment and surrounding areas. Particular attention has been given to integrating the outdoor and indoor elements of La Brea Tar Pits and Hancock Park. Buildings and structures on-site, including the museum buildings and the gateway features at Wilshire and 6th Street, would be constructed at a maximum height of 30 feet when measured from the terrace level, which would be generally consistent with buildings in the area, which range in height from one to 31 stories.
Policy LU 10.4 Promote environmentally sensitive and sustainable design.	**Consistent**. The museum buildings would be designed to meet the County's Green Building Standards Code. A sloped green roof would be installed to the north of the Page Museum and curve to the west. The project would also add extensive sustainability features to the Page Museum, including enhanced daylighting, rainwater collection leading to bioswales, and rooftop solar photovoltaic panels. The numerous existing and future public transit options and pedestrian amenities within the project vicinity also promote sustainability by reducing VMT and air pollution associated with use of passenger vehicles. Furthermore, water conservation measures would include the use of drought-tolerant planting, a new Pleistocene Garden bioswale at the Lake Pit entry, which would support sustainable stormwater management, and a new biofiltration zone at Oil Creek, which would manage stormwater.
Policy LU 10.5 Encourage the use of distinctive landscaping, signage, and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.	**Consistent.** The project would include public plazas, a garden, and pedestrian paths that would be designed to integrate the new building and existing uses within Hancock Park and provide for outdoor programming such as outdoor music and educational spaces. New identification signage would be provided as part of the project that would be consistent with the design of existing signage within Hancock Park.
Policy LU 10.6 Encourage pedestrian activity through the following: • Designing the main entrance of buildings to front the street; • Incorporating landscaping features; • Limiting masonry walls and parking lots along commercial corridors and other public spaces; • Incorporating street furniture, signage, and public events and activities; and • Using wayfinding strategies to highlight community points of interest.	**Consistent**. The project would enhance walkability and accessibility throughout La Brea Tar Pits by providing a continuous paved pedestrian path linking all the existing elements of the park. Pedestrian entrances would be provided leading into the central lobby from Central Green and from the parking lot to the new museum building. The proposed landscaping concept for Hancock Park would be divided into three distinct zones encircled by the looping path system. Each loop of the pedestrian path would have its own usage and distinguished theme representing different geologic epochs—Pleistocene in the southeastern loop, Holocene in the northwestern loop, and Anthropocene in the central loop. In addition, the woodland forest zone of the western loop would be extended along the park's peripheral edges to provide shade to the picnic areas and parking lot to the north, and therefore encourage pedestrian activity around Hancock Park.
Policy LU 10.7 Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.	**Consistent**. The project would reconfigure the existing pedestrian pathways on-site into a continuous paved pedestrian path linking all the existing elements of the project site. A large, shaded canopy would stretch down Wilshire Boulevard and curve around to South Curson Avenue to create a new welcome pavilion and shaded entry plaza; this would provide orientation, spaces for gathering and queuing, and restrooms. A picnic area would also be located under the shaded canopy. Like the Wilshire Gateway, a canopy of shade trees would be installed at the 6th Street Gateway, which would allow for play areas, picnic areas, seating and interpretation zones at the protected tar seeps, the Dorothy Brown Amphitheater, Observation Pit, and Pit 91.
Goal LU 11 Development that utilizes sustainable design techniques.	**Consistent**. See the consistency analysis for Policy LU 10.4.
Policy LU 11.1 Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.	**Consistent.** See the consistency analysis for Policy LU 10.4.

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Policy LU 11.2 Support the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.	**Consistent**. The Master Plan's proposed planting strategy includes the introduction or relocation of at least 150 to 200 trees on-site.[2] Tree species selected for planting would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. The project's contribution to the urban heat island effect would be minimal due to the surrounding existing park and recreational areas, including Central Green, and the proposed site design and landscaping plan, which includes a canopy of shade trees for the entry plaza at Wilshire Gateway and 6th Street Gateway. Additionally, photovoltaic solar panels would be installed on the roof of the Page Museum along with sloped green roofs to reduce building heating during the day. In addition, refer to the consistency analysis for Policy LU 10.4.
Policy LU 11.3 Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.	**Consistent**. The project would maximize solar design techniques by adding extensive sustainability features to the Page Museum, including a sloped green roof and rooftop solar photovoltaic panels.
Policy LU 11.7 Encourage the use of design techniques to conserve natural resource areas.	**Consistent.** See the consistency analysis for LU 11.2.
Mobility Element	
Goal M 2 Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	**Consistent with Mitigation**. The project would include the implementation of a paved pedestrian path within the project site that would be accessible to members of the public during park operating hours. The project site is currently served by a complete network of sidewalks around the project site block and adjacent street network, with signalized intersections and crosswalks. The project would not involve changes to the existing bikeways or introduce features that would remove pedestrian facilities or increase pedestrian crossing distances. In addition, the project would implement Mitigation Measure TRA/mm-1.1, requiring development of a Transportation Demand Management (TDM) program to coordinate on multimodal improvements in the study area and to reduce employee and visitor vehicle trips and related effects on project access safety and circulation.
Policy M 2.6 Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.	**Consistent**. See the consistency analysis for Goal M 2.
Air Quality Element	
Goal AQ 1 Protection from exposure to harmful air pollutants.	**Consistent with Mitigation**. Mitigation Measure AQ/mm-3.1 would ensure that the project would not result in harmful air pollutants that would exceed the localized South Coast Air Quality Management District (SCAQMD)-recommended localized significance thresholds during construction or operation. In addition, the project would also implement Mitigation Measure HAZ/mm-2.1 requiring additional controls to address the effects of subsurface hazardous materials that may be present, including methane.
Policy AQ 1.1 Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.	**Consistent**. The project's construction activities would not expose sensitive receptors to localized emissions concentrations in excess of SCAQMD standards. In addition, the project would not result in operational impacts that would expose sensitive receptors to localized emissions concentrations in excess of SCAQMD standards, increase the cancer risk, increase the cancer burden, or create any carbon dioxide hot spots.
Policy AQ 1.2 Encourage the use of low or no volatile organic compound (VOC) emitting materials.	**Consistent with Mitigation**. Mitigation Measure AQ/mm-3.1 would require adherence to SCAQMD Rule 1113, which limits the VOC content of architectural coating and other emitting materials.

[2] The La Brea Tar Pits Master Plan does not provide an exact number of trees to be relocated versus new trees introduced to the site. The Los Angeles County Museum of Natural History Foundation will develop additional detail when the construction plans are more fully developed, likely after the CEQA process is complete.

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Policy AQ 1.3 Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.	**Consistent with Mitigation**. The project would implement Mitigation Measure AQ/mm-3.1 requiring all SCAQMD rules and regulations to serve as mitigation measures for the project during construction.
Goal AQ 3 Implementation of plans and programs to address the impacts of climate change.	**Consistent with Mitigation**. The project would not conflict with the GHG reduction policies, strategies, and regulations outlined in the following plans and programs addressing climate change: CARB's 2022 Climate Change Scoping Plan; SCAG's 2020-2045 RTP/SCS; the County of Los Angeles General Plan; Senate Bill 32 2030 GHG reduction target; and the Executive Order S-3-05 2050 GHG reduction goal. In addition, the project would implement Mitigation Measure GHG/mm-1.1 to ensure the project would not include the installation of natural gas infrastructure. In addition, implementation of Mitigation Measure GHG/mm-1.1 would ensure the project provides more electric vehicle charging stations than the mandatory requirements set forth in the Los Angeles County Code, Title 31, Green Building Standards (Code Section 5.106.5.3.3).
Policy AQ 3.5 Encourage energy conservation in new development and municipal operations.	**Consistent**. See the consistency analysis for Policy LU 10.4.
Policy AQ 3.6 Support rooftop solar facilities on new and existing buildings.	**Consistent**. See the consistency analysis for LU 11.3.
Conservation and Natural Resources Element	
Goal C/NR 3 Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and Significant Ecological Areas (SEAs).	**Consistent with Mitigation**. The project site is not located in an SEA. The project site is dominated by a large lawn surrounding the museum consisting of primarily non-native planted trees and shrubs. It provides limited wildlife habitat due to the combination of high levels of human activity, the lack of surface water, and the low quantity of native plants. However, there are currently over 300 trees on-site, both non-native and native species, including the Coast live oak which is a species protected under the Los Angeles Oak Tree Ordinance. The Master Plan's proposed planting strategy includes the introduction or relocation of 150 to 200 trees on-site. Tree species selected for planting would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. The trees provide potential nesting habitat for birds as well as in the native plant area of Oil Creek. Oil Creek supports a community of hydrophytic and riparian vegetation. It is dominated by mowed grasses and non-native plants, with scattered native species. The project would implement the following mitigation measures to protect and preserve the biological resources on-site: BIO/mm-2.1 to protect sensitive and regulated resources at and along Oil Creek; BIO/mm-3.1 to protect sensitive and regulated resources at and around the Lake Pit; BIO/mm-4.1 and BIO/mm-4.2 to avoid impacts to nesting birds; BIO/mm-5.1 and BIO/mm-5.2 to avoid conflicts with the County of Los Angeles Oak Tree Ordinance.
Policy C/NR 3.1 Conserve and enhance the ecological function of diverse natural habitats and biological resources.	**Consistent with Mitigation**. See the consistency analysis for Goal C/NR 3.
Goal C/NR 5 Protected and useable local surface water resources.	**Consistent**. Surface water at the project site includes that from Oil Creek. The project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. In accordance with the requirements of the NPDES Construction General Permit, the project would prepare and implement a site-specific Stormwater Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to be used during construction to manage stormwater and non-stormwater discharges. BMPs would include, but would not be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs.

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Policy C/NR 5.1 Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.	**Consistent**. The project would be subject to compliance with the Los Angeles County Department of Public Works' Low Impact Development (LID) design guidelines, which promote the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Specifically, the project would be required to implement BMPs for managing stormwater runoff in accordance with the current Los Angeles County LID Standards Manual.
Policy C/NR 5.2 Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits.	**Consistent**. See the consistency analysis for Goal C/NR 5**.**
Goal C/NR 6 Protected and usable local groundwater resources.	**Consistent**. The project includes design features that would maximize the percolation of rainfall into the groundwater basin, such as the three biofiltration systems and proposed permeable landscape areas**.** Dewatering operations are expected during construction only and appropriate compliance and contaminant measures would be implemented to avoid impacts associated with potential groundwater discharges. Due to the operation of temporary dewatering systems, local groundwater hydrology in the immediate vicinity of the project site would be minimally affected. As the groundwater pumping is localized and limited in duration during construction, regional impacts to groundwater flow and level are not considered to be significant.
Policy C/NR 6.1 Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.	**Consistent**. The project would introduce three biofiltration areas within the project site in compliance with LID Design Guidelines to support sustainable stormwater management on-site.
Goal C/NR 7 Protected and healthy watersheds.	**Consistent**. See the consistency analysis for Goal C/NR 5.
Policy C/NR 7.1 Support the LID philosophy, which mimics the natural hydrologic cycle using undeveloped conditions as a base, in public and private land use planning and development design.	**Consistent**. See the consistency analysis for Policy C/NR 6.1.
Goal C/NR 14 Protected historic, cultural, and paleontological resources.	**Potentially Inconsistent**. The project's conceptual plan includes components to enhance the preservation of, and access to, existing cultural and paleontological resources on-site. This would include improvements to existing tar pit sites involving the construction of clearly defined viewing areas around each of the tar pits, with improved pit protection zones and fencing, seating, and interpretive signage. However, project implementation would result in significant physical changes, partial demolition, and new construction affecting the two designated historical resources within the project site: the La Brea Tar Pits Historic District and the Page Museum. While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less than significant while keeping the primary elements of the Master Plan; therefore, residual impacts of the project would remain significant and unavoidable and would be potentially inconsistent with this goal.
Policy C/NR 14.1 Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	**Potentially Inconsistent**. See the consistency analysis for Goal C/NR 14.

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.	**Potentially Inconsistent**. See the consistency analysis for Goal C/NR 14.
Policy C/NR 14.3 Support the preservation and rehabilitation of historic buildings.	**Potentially Inconsistent**. See the consistency analysis for Goal C/NR 14.
Policy C/NR 14.5 Promote public awareness of historic, cultural, and paleontological resources.	**Consistent**. The project's conceptual plan includes components to enhance the preservation of, and access to, existing cultural and paleontological resources on-site. This would include improvements to existing tar pit sites involving the construction of clearly defined viewing areas around each of the tar pits, with improved pit protection zones and fencing, seating, and interpretive signage. In addition, the project's proposed landscape concept would divide the project site into three distinct zones encircled by the looping path system. Each loop of the pedestrian path would have its own usage and distinguished theme representing different geologic epochs.
Policy C/NR 14.6 Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.	**Consistent with Mitigation**. The project would implement Mitigation Measures CR-ARCH/mm-1.1 through CR-ARCH/mm-1.4 to address the archaeological sensitivity of the site and the potential to discover additional resources. In addition, the project has high paleontological sensitivity. The project would implement Mitigation Measures GEO/mm-6.1 through GEO/mm-6.5 which would ensure retention of a qualified project paleontologist, preparation of a paleontological resources management plan, paleontological resources sensitivity training, paleontological resources monitoring, and treatment and curation of discoveries, if encountered.
Parks and Recreation Element	
Goal P/R 1 Enhanced active and passive park and recreation opportunities for all users.	**Consistent**. The project would reconfigure the existing pedestrian pathways on-site into a continuous paved pedestrian path linking the existing elements of the site: Lake Pit and Wilshire Gateway to the southeast, Central Green, museum, tar seeps, and 6th Street Gateway in the northwest. Each loop of the pathway would contain distinct themes and programming. The project would also provide enhanced dining opportunities on-site by improving the infrastructure to allow for a drivable path for food trucks to access Central Green. The proposed canopy and shade trees at Wilshire Gateway would create a new welcome pavilion for orientation, spaces for gathering and queuing, and restrooms. A picnic area would also be located under the shaded canopy. Another new canopy would be installed at 6th Street Gateway to welcome visitors in a shaded park space where community park and recreational needs are balanced with the research activities of La Brea Tar Pits. Vegetated berms around these recreation areas would create seating areas and elevated vantage points for visitors.
Policy P/R 1.2 Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.	**Consistent**. See the consistency analysis for Goal P/R 1.
Policy P/R 1.8 Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities.	**Consistent**. See the consistency analysis for Goal P/R 1.
Policy P/R 1.11 Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.	**Consistent**. See the consistency analysis for Goal M 2.
Noise Element	
Goal N 1 The reduction of excessive noise impacts.	**Consistent with Mitigation.** The project would implement Mitigation Measure NOI/mm-1.1 to reduce construction-related noise impacts. Upon project completion, operation of the project would not generate operational noise above applicable thresholds.

Goals, Policies, Plans, Programs, and Standards	Preliminary Consistency Determination
Policy N 1.3 Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).	**Consistent.** See the consistency analysis for Goal N 1.
Policy N 1.6 Ensure cumulative impacts related to noise do not exceed health-based safety margins.	**Consistent.** Cumulative noise impacts would be avoided through compliance with identified project-specific mitigation, and no additional mitigation is needed to avoid or minimize potential cumulative impacts. Related projects in the vicinity would be required to adhere to all noise-related ordinances and regulations of the LAMC.
Public Services and Facilities Element	
Policy PS/F 1.2 Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.	**Consistent.** The project would comply with applicable County Fire Code and Building Code requirements during construction and operation of the project. The project also would comply with recommendations from the County Fire Department and Los Angeles Fire Department, which would ensure adequate fire prevention features would be provided that would reduce any potential increased demand for fire protection and emergency medical services. Regarding police services, the project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services. In addition, because the project does not include any residential uses, the project would not directly affect the existing officer-to-resident ratio or the crimes-per-resident ratio. Regarding emergency access and response times during construction and operation, the project would maintain the existing circulation adjacent to the project site and would not include the permanent closure of any adjacent roads or install barriers along adjacent roads which could impede emergency access. The project does not involve the development of residential uses; therefore, the project would not result in a substantial increase in demand for schools, libraries, parks, and/or recreational facilities. Rather, the project would open new public outdoor space at Hancock Park, including Central Green, plazas/welcome pavilions, and a new shaded outdoor classroom.
Goal PS/F 4: Reliable sewer and urban runoff conveyance treatment systems.	**Consistent with Mitigation.** As detailed in Section 5.15 Utilities and Service Systems, Mitigation Measure UTL/mm-1.1 would require additional engineering analysis at the final project design phase to determine if additional sewer lines are necessary to covey project flows to a point in the sewer system with sufficient capacity. Ultimately, this sewage flow from the project would be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project. In addition, the project would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the requirements of the NPDES Construction General Permit, the project would prepare and implement a site-specific SWPPP that specifies BMPs to be used during construction to manage stormwater and non-stormwater discharges. BMPs would include, but would not be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs.
Policy PS/F 5.5 Reduce the County's waste stream by minimizing waste generation and enhancing diversion.	**Consistent.** Construction of the project would make use of local, recycled, and renewable materials where possible and reuse construction materials such as grading debris within the project site. In addition, in accordance with the County's Green Building Standards Code, which sets forth recycling requirements for construction and demolition projects, the project would recycle a minimum of 65% of debris generated by weight. The project would also include clearly marked, source-sorted receptacles to facilitate recycling with a focus on items such as paper, cardboard, glass, aluminum, plastic, and cooking oils. The project would also provide for source-sorted receptacles for the recycling of organic waste and adequate areas for the collection, loading, and removal of recycled materials, including organic waste.
Policy PS/F 5.7 Encourage the recycling of construction and demolition debris generated by public and private projects.	**Consistent**. See the consistency analysis for Policy PD/F 5.5.

Table 5.10-5. Preliminary Project Policy Consistency Evaluation—City of Los Angeles General Plan (Framework Element Chapters, Conservation Element, and the Mobility Plan 2035)

Objective/Policy	Analysis of Project Consistency
Land Use Chapter	
Objective 3.1 Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent**. The project would result in increased capacity of the existing public museum facilities to support research, state-of-the-art exhibitions, amenities, programs, and community engagement at the museum to enrich the visitor experience and to support active educational programming. The project would include the redesign and renovation of the Hancock Park community park green space to increase the sustainable landscape and site design, support recreational uses, and enhance the paleontologically important resources on-site.
Policy 3.1.1 Identify area on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	**Consistent**. The project site is identified in the City's General Plan and the Wilshire Community Plan as having a land use and zoning designation of Public Facilities. The project would support the intent of this designation as it would not modify the overall purpose and use of the site as one that provides uses that benefit the public. The project site would continue to support museum-related uses, including recreational uses, an educational center including two theaters, restaurant and retail uses, and other public programming that will continue to serve the needs of residents, provide employment opportunities, and support visitors and tourism.
Policy 3.1.3 Identify area for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.	**Consistent**. The project would open new public outdoor space at Hancock Park, including Central Green, a 28,000-square- foot destination community lawn, and plazas/welcome pavilions. The project would also create a continuous paved pedestrian path linking all the existing elements of the park to create an active site of visible research and play for existing and future residents.
Policy 3.1.4 Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Ranged Land Use Diagram and Table 3-1.	**Consistent**. See the consistency analysis for Objective 3.1 and Policy 3.1.1. The new museum building would have a maximum height of 30 feet. Therefore, the project would result in new development in accordance with land use and density provisions of the Framework Element Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).
Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**Consistent with Mitigation**. The project would be in an area well-served by public transit provided by the Los Angeles County Metropolitan Transportation Authority (Metro), as well as several bus lines. In addition to the numerous existing and future public transit options, pedestrian amenities provided throughout the project site would also promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution. In addition, Mitigation Measure TRA/mm-1.1 would require the preparation and implementation of a Transportation Demand Management (TDM) program to reduce museum employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and rideshare.
Policy 3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.	**Consistent.** The project includes the renovation of existing museum facilities and development of a new museum building, which would be consistent with the existing museum and parking uses on the project site. Therefore, the project would not change the functional role of the project site. In terms of scale and character, the new museum building would be two stories in height (maximum of 30 feet) and integrate with the surrounding urban development along Wilshire Boulevard and the park setting of Hancock Park. The purpose of the project is to renovate La Brea Tar Pits to enhance the presentation of its research collection and programmatic needs for its visitors today and into the future. Accordingly, the project would allow for the continued provision of community-oriented activity centers to serve adjacent neighborhoods and the City, while taking advantage of the project's location in an area well-served by numerous existing and future public transit options.

Objective/Policy	Analysis of Project Consistency
Policy 3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent**. The project would reconfigure the existing pedestrian pathways on-site into a continuous paved pedestrian path linking all the existing elements of the park. A walking path would be constructed with interpretive signage and explanations related to the former industrial heritage of the site. The project site is currently served by a complete network of sidewalks around the project site block and adjacent street network, with signalized intersections and crosswalks. Access to the project site is available through the gateways along Wilshire Boulevards and West 6th Street. There is currently one bikeway in the project site vicinity on Hauser Boulevard and several others are planned along each roadway bordering the project site.
Policy 3.2.4 Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.	**Consistent.** The Wilshire Community Plan identifies the project site as being surrounded by the Miracle Mile corridor, which is characterized by numerous high-rise office buildings, neighborhood retail, well-known entertainment establishments, and the City's greatest concentration of museums on Wilshire Boulevard between Fairfax Avenue and Burnside Avenue. Overall, the scale and character of the project would be compatible with the scale and character of the surrounding neighborhood.
Objective 3.8 Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatibility with adjacent neighborhoods, and are developed as desirable places to work and visit.	**Consistent**. See the consistency analysis for Policy 3.2.1 and Policy 3.2.4.
Policy 3.8.4 Enhance pedestrian activity by the design and siting of structures.	**Consistent.** The Master Plan has been developed to encourage better pedestrian access and circulation to Hancock Park and increase the scenic quality of the site. The project includes two entrances to the park: one at Wilshire Boulevard, which is in proximity to the museum, and one on 6th Street, which is in proximity to the revamped Pit 91. In addition, the project would enhance pedestrian activity with a new pedestrian pathway providing access to all educational and recreational activities within La Brea Tar Pits. Furthermore, the numerous existing and future public transit options and pedestrian amenities within the project site and vicinity would also enhance pedestrian activity in the area.
Policy 3.8.6 Encourage outdoor areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use.	**Consistent.** Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level landscaping elements would also be incorporated throughout the project site to allow for visibility throughout the site. Lighting would be provided within the parking lot and along access points throughout the parking lot, which would help increase personal safety of visitors. Project lighting has been designed to minimize light trespass from the proposed building and from the overall project site. The entirety of Hancock Park is enclosed with an 8- to 10-foot-high metal fence that serves to secure the site by providing full closure of Hancock Park when La Brea Tar Pits, the Page Museum, and LACMA are closed in the evenings.
Goal 3E Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.	**Consistent.** See the consistency analysis for Policy 3.2.1 and Policy 3.2.4.
Objective 3.9 Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.	**Consistent.** See the consistency analysis for Policy 3.2.1 and Policy 3.2.4.
Policy 3.9.7 Provide for the development of public streetscape improvements, where appropriate.	**Consistent.** The project would include landscaping that would extend along the park's peripheral edges to provide shade to picnic areas and the parking lot to the north. The proposed landscaping plan would be compatible with the existing landscaping along the perimeter of Hancock Park.

Objective/Policy	Analysis of Project Consistency
Policy 3.9.8 Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and where appropriate, landscaped play areas.	**Consistent.** See the consistency analysis for Objective 3.1 and Policy 3.1.3.
Policy 3.9.9 Require that outdoor areas of developments, parks, and plazas located in community centers be lighted for night use, safety, and comfort commensurate with their intended nighttime use, where appropriate.	**Consistent.** See the consistency analysis for Policy 3.8.6.
Urban Form and Neighborhood Design Chapter	
Objective 5.4 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.	**Consistent**. See the consistency analysis for Objective 3.1.
Policy 5.4.4 Encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting.	**Consistent.** See the consistency analysis for Policy 3.8.6. The project lighting provided along pathways would support the use of community facilities for nighttime activity.
Objective 5.5 Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent**. See the consistency analysis for Policy 3.1.3, Policy 3.2.1, and Policy 3.2.4.
Objective 5.8 Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	**Consistent.** While the project site is not located within a designated neighborhood district, community center, or pedestrian-oriented subarea, the project would encourage pedestrian activity within and surrounding the project site. The proposed museum building, pedestrian walkways, landscaping, and other site improvements were designed to encourage better pedestrian access and circulation. In addition, the project would provide a variety of outdoor open spaces within the project site, including landscaped plazas, gardens, and pedestrian paths that would be designed to integrate the new museum building and existing uses within Hancock Park.
Policy 5.8.4 Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attracted character.	**Consistent.** New identification signage would be provided as part of the project. Proposed signage would be designed to be aesthetically compatible with the existing and proposed architecture within the project site and the surrounding area and would be architecturally integrated into the design of the new museum building.
Objective 5.9 Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent.** Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level landscaping elements would also be incorporated throughout the project site to allow for visibility throughout the site. Security on-site would be provided by both on-site personnel and technology/equipment (e.g., surveillance and monitoring equipment, adequate lighting, adequate signage for pedestrian orientation, etc.). With regard to the parking lot, proper lighting would be provided within the parking lot and along access points throughout the parking lot, which would help increase personal safety of visitors. The entirety of Hancock Park is enclosed with an 8- to 10-foot-high metal fence that serves to secure the site by providing full closure of Hancock Park when La Brea Tar Pits, the Page Museum, and LACMA are closed in the evenings.
Open Space and Conservation Chapter	
Policy 6.3.3 Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.	**Consistent**. See the consistency analysis for Objective 5.9.

Objective/Policy	Analysis of Project Consistency
Policy 6.4.8 Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities of private development to enhance the open space resources of the neighborhoods.	**Consistent**. See the consistency analysis for Policy 3.1.3.
Transportation Chapter	
Objective 2 Mitigate the impacts of traffic growth, reduce congestion and improve air quality by implementing a comprehensive program of multi-modal strategies that encourages physical and operational improvements, as well as demand management.	**Consistent with Mitigation**. The project would be in an area well-served by public transit provided by Metro, as well as several bus lines. In addition to the numerous existing and future public transit options, pedestrian amenities provided throughout the project site would also promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution. In addition, Mitigation Measure TRA/mm-1.1 would require the preparation and implementation of a TDM Program to reduce museum employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and rideshare. Also see the consistency analysis for Objective 3.2.
Policy 3.13 Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.	**Consistent**. See the consistency analysis for Objective 3.1, Objective 3.2, and Policy 3.8.4.
Mobility Plan 2035 (as a Supplement to the Transportation Chapter of the Framework Element)	
Policy 1.6 Design detour facilities to provide safe passage for all modes of travel during times of construction.	**Consistent with Mitigation.** Mitigation Measure TRA/mm-4.1 would require the development and implementation of a detailed Construction Management Plan. The Construction Management Plan would include measures for pedestrian and vehicular traffic controls (i.e., flag persons) during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways; scheduling of construction-related deliveries, haul trips, etc.; and safety precautions for pedestrians and bicyclists including but not limited to such measures as alternate routing and protection barriers as appropriate. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.
Policy 2.3 Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent**. See the consistency analysis for Policy 3.8.4.
Policy 2.10 Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** The project would include three loading and service entrances that would accommodate deliveries for laboratories, exhibition material, food service, events, and staff offices. Two of the entrances would be from the parking lot into the new museum building on the north side, and the third entrance would be from the parking lot into the Page Museum, also on the north side. The project also includes a new school drop-off area from South Curson Avenue, adjacent to Wilshire Gateway picnic area. School buses and other vehicles would also be able to access the parking lot from South Curson Avenue and drop off in the loading area in the parking lot.
Policy 2.16 Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.	**Consistent.** The portion of Wilshire Boulevard between Fairfax Avenue and Sycamore Avenue, adjacent to the project site, is a City-designated scenic highway as described in the Mobility Plan 2035. The project would not impact the landscaped median along Wilshire Boulevard; the median is a primary feature that contributes to the scenic value of this portion of the roadway. The project would not be modifying Wilshire Boulevard and no earthwork along Wilshire Boulevard is proposed by the project. In addition, the project would not substantially damage or remove visually prominent or character-defining features of the project site. As such, the project would retain the unique identity and characteristics of the Wilshire Boulevard and would not substantially damage scenic resources within a designated scenic highway.

Objective/Policy	Analysis of Project Consistency
Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** See the consistency analysis for Objective 3.2.
Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** See the consistency analysis for Objective 3.2 and Policy 3.2.1.
Policy 3.4 Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** See the consistency analysis for Objective 3.2.
Infrastructure and Public Services Chapter	
Policy 9.3.1 Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent with Mitigation.** As evaluated in Section 5.9, Hydrology and Water Quality, during construction of the project, a SWPPP would be prepared and implemented, as required under the NPDES General Construction Permit. The SWPPP would require implementation of BMPs including erosion control measures, sediment control measures, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff into nearby receiving waters (in this case, Ballona Creek). The project would also be required to comply with the County's LID Standards Manual, which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. The project would retain stormwater through three proposed biofiltration areas to be captured in below grade cisterns, and used on-site for toilets, urinals, landscape irrigation, and cooling towers to reduce the amount of flow entering the wastewater system. In addition, as discussed in Section 5.8, Hazards and Hazardous Materials, the project would implement Mitigation Measures HAZ/mm-1.1 requiring the preparation of a Soils Management Plan to ensure any potentially contaminated soils would be excavated and transported off-site in accordance with all relevant and applicable federal, state, and local laws and regulations.
Policy 9.3.2 Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.	**Consistent.** See the consistency analysis for Policy 9.3.1.
Objective 9.6 Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** See the consistency analysis for Policy 9.3.1.
Objective 9.10 Ensure that water supply, storage, and delivery systems are adequate to support planned development.	**Consistent.** As concluded in Los Angeles Department of Water and Power's (LADWP's) 2020 Urban Water Master Plan, projected water demand for the City, where the project site is located, would be met by the available supplies during an average year, single-dry year, and multiple-dry year in each year from 2025 through 2045. In addition, projects that conform to the demographic projection from the RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore, the projected water supplies would meet projected demands.

Objective/Policy	Analysis of Project Consistency
Objective 9.12 Support integrated solid waste management efforts.	**Consistent.** The project would be consistent with City and County policies that have been developed to reduce landfill waste streams as well as AB 939, AB 341, and AB 1826. Specifically, the project would include clearly marked, source-sorted receptacles to facilitate recycling with a focus on items such as paper, cardboard, glass, aluminum, plastic, and cooking oils. In addition, the project would provide for source-sorted receptacles for the recycling of organic waste. In accordance with AB 1327 and AB 1826, the project would also provide for adequate areas for the collection, loading, and removal of recycled materials, including organic waste. Furthermore, construction activities would also make use of local, recycled, and renewable materials where possible and reuse construction materials such as grading debris within the project site.
Goal 9L Sufficient and accessible parkland and recreation opportunities in every neighborhood of the City, which gives all residents the opportunity to enjoy green spaces, athletic activities, social activities, and passive recreation.	**Consistent.** The project would contribute to the achievement of this City goal through the establishment of multiple recreation zones throughout the park, including Central Green, gardens, plazas at Wilshire Gateway and 6th Street Gateway, and a pedestrian path that would be designed to integrate the new museum building and renovated Page Museum with existing uses within Hancock Park The project would also provide for outdoor programming, such as a new outdoor classroom with a shade canopy at Pit 91.
Goal 9P Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.	**Consistent with Mitigation.** Upon project completion, lighting within the project site would include interior and low-level exterior lights adjacent to the buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting for accent signage, parking information, and architectural features would also be incorporated. The new museum building would introduce a new source of light including exterior lights adjacent to the building and for the second-floor outdoor amenities when in use. The current design of the project does not include electronic signage or signs with flash, mechanical, or strobe lights. However, given the conceptual nature of the project at this stage of design and development, the resulting lighting and design features cannot be determined with certainly and certain design details that could create light and potential glare may be introduced as the building plans are more fully developed. Mitigation Measure AES/mm-4.1 and Mitigation Measure AES/mm-4.2 would require lighting restrictions during project construction and implementation of project design features in accordance with Title 22 of the County Code.
Objective 9.40 Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	**Consistent.** See the consistency analysis for Goal 9P.
Policy 9.40.1 Require lighting on private streets, pedestrian oriented areas and pedestrian walks to meet minimum City standards for street and sidewalk lighting.	**Consistent.** See the consistency analysis for Goal 9P.
Policy 9.40.2 Require parking lot lighting and related pedestrian lighting to meet recognized national standards.	**Consistent.** See the consistency analysis for Goal 9P.

Objective/Policy	Analysis of Project Consistency
Conservation Element	
Section 3 Archaeological and Paleontological Objective: Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.	**Consistent with Mitigation.** The Master Plan includes components to enhance the preservation of, and access to, existing cultural and paleontological resources on-site. The project would implement Mitigation Measures CR-ARCH/mm-1.1 through CR-ARCH/mm-1.4 to address the archaeological sensitivity of the site and the potential to discover additional resources. In addition, the project has high paleontological sensitivity. The project would implement Mitigation Measures GEO/mm-6.1 through GEO/mm-6.5 which would ensure retention of a qualified project paleontologist, preparation of a paleontological resources management plan, paleontological resources sensitivity training, paleontological resources monitoring, and treatment and curation of discoveries, if encountered.
Section 3 Archaeological and Paleontological Policy: Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.	
Section 5 Cultural and Historical Objective: Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.	**Potentially Inconsistent**. The Master Plan includes components to enhance the preservation of, and access to, existing cultural and paleontological resources on-site. This would include improvements to existing tar pit sites involving the construction of clearly defined viewing areas around each of the tar pits, with improved pit protection zones and fencing, seating, and interpretive signage. However, project implementation would result in significant physical changes, partial demolition, and new construction affecting the two designated historical resources within the project site, which are the La Brea Tar Pits Historic District and the Page Museum. While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less than significant while keeping the primary elements of the Master Plan; therefore, residual impacts of the project would remain significant and unavoidable and would be potentially inconsistent with this goal.
Cultural and Historical Policy: Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.	

Table 5.10-6. Preliminary Project Consistency Evaluation—Wilshire Community Plan

Goal/Objective/Policy	Analysis of Project Consistency
Residential	
Policy 1-3.2 Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.	**Potentially Inconsistent.** Project implementation would result in significant physical changes, partial demolition, and new construction affecting the two designated historical resources within the project site, which are the La Brea Tar Pits Historic District and the Page Museum. While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less than significant while keeping the primary elements of the Master Plan; therefore, residual impacts of the project would remain significant and unavoidable and would be potentially inconsistent with this goal.
Policy 1-3.4 Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local streets.	**Consistent.** The project would implement Mitigation Measure TRA/mm-1.1, requiring development of a Transportation Demand Management (TDM) program to coordinate on multimodal improvements in the study area and to reduce employee and visitor vehicle trips and related effects on project access safety and circulation.

Goal/Objective/Policy	Analysis of Project Consistency
Commercial	
Policy 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.	**Consistent.** The project would reconfigure the existing pedestrian pathways on-site with a continuous pedestrian path linking all the existing elements of the site. Each loop would contain distinct themes and programming to immerse visitors into La Brea history. The design of the new museum building and Page Museum building have also been designed to improve pedestrian access and circulation. In addition, the new entrances to the museum buildings via Wilshire Gateway and 6th Street Gateway would open new public outdoor space for orientation, gathering and queuing, restrooms, a picnic area and play area, and seating and interpretation zones at the protected tar seeps.
Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.	**Consistent.** Although the project would not be in a Neighborhood District, the project would incorporate a ground-floor restaurant and retail spaces that are compatible with the surrounding commercial area.
Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.	**Consistent.** The project would include new identification signage that would be consistent and compatible with existing museum signage and other signage in the vicinity of the project site. The project would include landscaping along the pedestrian path with a distinguishing theme representing different geologic epochs and a variety of new landscaping along the perimeter of the western loop that would be extended along the park's peripheral edges. The new museum building would be a low-rise structure along Wilshire Boulevard.
Recreation and Park Facilities	
Goal 4 Provide adequate recreation and park facilities to meet the needs of residents in the Wilshire Community.	**Consistent**. The project would include improvements to the Central Green, a publicly accessible community lawn to promote activities and events that take place in Hancock Park. The improved Central Green would continue to support health and wellness programs, visiting school children, museum tour groups, and community members. The improved infrastructure and drivable path for food trucks would increase event and dining opportunities. The project would also implement a new canopy and shade trees at Wilshire Gateway to would allow for picnic areas, and the new canopy at 6th Street Gateway would welcome visitors to a shaded park space where community park and recreational needs are balanced with the research activities of La Brea. These recreation zones would create an active site of visible research and play.
Objective 4-1 Conserve, maintain and better utilize existing recreation and park facilities, which meet the recreational needs of the community.	**Consistent.** The project would redesign and renovate the Hancock Park community park green space to increase sustainable landscape and site design, to support passive recreational use, to increase the visibility of this important cultural destination, and to enhance connections to the Miracle Mile neighborhood. Specifically, the project would include improvements to the existing 28,000-square foot multi-purpose grass lawn, Central Green, which would provide a setting for community activities, recreation, events, and public gathering. The project would also install a new welcome pavilion with a canopy and shade trees at Wilshire Gateway, and a shaded welcome area at 6th Street Gateway. These new recreational areas would be designed to integrate the new museum building and existing uses within Hancock Park, which would enhance these existing facilities to meet the recreational needs of the community.
Policy 4-1.1 Preserve and improve the existing recreational facilities and park spaces.	**Consistent**. See the consistency analysis for Objective 4-1.
Policy 4-1.2 Encourage the shared use of other public facilities for recreational purposes.	**Consistent**. See the consistency analysis for Objective 4-1.

Goal/Objective/Policy	Analysis of Project Consistency
Objective 4-3 Ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.	**Consistent.** Lighting provided within the public outdoor space would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the project site. Due to the transparency in building design, areas of concealment are minimized, which would help increase personal safety at all times of the day. In addition, security would be provided by both on-site personnel and technology/equipment (e.g., surveillance and monitoring equipment, adequate lighting, adequate signage for pedestrian orientation, etc.). Further, outdoor spaces would be clearly defined and landscaping on the project site would be used as natural barriers and shade in picnic areas. Lastly, the entirety of Hancock Park is enclosed with an 8- to 10-foot-high metal fence that serves to secure the site by providing full closure of Hancock Park when La Brea Tar Pits, the Page Museum, and LACMA are closed in the evenings. This perimeter fencing would remain as an existing safety feature with project implementation restricting access to the project site at night.
Policy 4-3.1 Ensure that parks are adequately policed, monitored, maintained and illuminated for safe use at night, as appropriate.	**Consistent**. See the consistency analysis for Objective 4-3.
Open Space	
Goal 5 Provide sufficient open space in balance with development to serve the recreational, environmental health and safety needs of the Wilshire Community, and to protect environment and aesthetic resources.	**Consistent**. See the consistency analysis for Policy 2-2.1, Policy 2-3.1, Objective 4-1, and Objective 4-3.
Objective 5-1 Preserve existing open space resources and where possible develop new open space.	**Consistent**. See the consistency analysis for Policy 2-2.1.
Policy 5-1.1 Encourage the retention of passive visual open space to provide a balance of urban development.	**Consistent**. See the consistency analysis for Objective 2-2.1 and Objective 4-1.
Policy 5-1.3 Convert and upgrade underutilized publicly owned property.	**Consistent.** The purpose of the Master Plan is to reimagine La Brea Tar Pits by renovating the Page Museum, constructing a new museum building, and redesigning the Hancock Park community park green space to enhance the presentation of the Tar Pits research collection and programmatic needs for its visitors today and into the future and enrich the existing Hancock Park. The existing museum structure would be expanded to address deferred maintenance of the building envelope and systems, meet modern seismic, electrical, and building code standards, and meet sustainability goals consistent with the County's Sustainability Plan. The new museum building would provide expanded fossil storage facilities that enable access for scientific research and preserve, expanded laboratory research facilities, and exhibition facilities.
Policy 5-1.4 Unused or underutilized public lands should be considered for open space and recreational purposes.	**Consistent**. See the consistency analysis for Objective 4-1 and Policy 5-1.3.
Transportation	
Goal 11 Encourage a system of safe, efficient and attractive bicycle and pedestrian routes.	**Consistent.** Primary pedestrian access to the project site would be provided from Wilshire Boulevard but would also be available from 6th Street. The two new entrances connect to the main pedestrian pathway that links all elements of the park, which provides an inviting Tar Pits experience. Low-level exterior lighting would be incorporated along the pedestrian pathway and entrances to ensure safety, especially during the nighttime for visitors.
Objective 11-2 Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.	**Consistent.** The project would provide new outdoor open spaces, including improvements to the existing 28,000-square foot multi-purpose lawn, Central Green, landscaped plazas, a garden, and a pedestrian path that would link project features and existing uses within Hancock Park. The project would also be located within an area that is well-served by public transit.

Goal/Objective/Policy	Analysis of Project Consistency
Goal 12 Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.	**Consistent.** See the consistency analysis for Objective 11-2.
Policy 12-1.1 Encourage non-residential developments to provide employee incentives for using alternative to the automobile (carpools, vanpools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.	**Consistent with Mitigation.** Mitigation Measure TRA/mm-1.1 would require development of a TDM program, which includes incentives for employees to use alternative forms of transportation, including strategies such as providing subsides for participation in the LA Metro vanpool and transit passes, as well as offering flexible work schedules and telecommuting, when feasible.
Goal 15 Provide a sufficient supply of well-designed and convenient off-street parking lots and facilities throughout the plan area.	**Consistent.** Development of the project includes an upgrade of the parking lot located to the north of the project site. The parking lot would be expanded from 63,000 square feet to 65,000 square feet and increase an approximately 5 to 15 parking spaces. New landscaping and vehicle access lanes would be added to the parking lot and a vehicle drop-off loop would be provided to facilitate vehicle circulation and visitor entry through a pedestrian entrance to the museum leading from the parking lot.
Historic and Cultural Resources	
Goal 17 Preserve and restore cultural resources, neighborhoods and landmarks, which have historical and/or cultural significance.	**Potentially Inconsistent**. The project's conceptual plan includes components to enhance the preservation of, and access to, existing cultural and paleontological resources on-site. This would include improvements to existing tar pit sites involving the construction of clearly defined viewing areas around each of the tar pits, with improved pit protection zones and fencing, seating, and interpretive signage. However, project implementation would result in significant physical changes, partial demolition, and new construction affecting the two designated historical resources within the project site, which are the La Brea Tar Pits Historic District and the Page Museum. While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less than significant while keeping the primary elements of the Master Plan; therefore, residual impacts of the project would remain significant and unavoidable and would be potentially inconsistent with this goal.
Objective 17-1 Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.	**Potentially Inconsistent**. See consistency analysis for Goal 17.
Policy 17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.	**Potentially Inconsistent**. See consistency analysis for Goal 17.

Table 5.10-7. Preliminary Project Consistency Evaluation—SCAG 2020-2045 RTP/SCS

Goals and Principles	Analysis of Project Consistency
Goal 5. Reduce greenhouse gas emissions and improve air quality	**Consistent with Mitigation.** The project would not conflict with the GHG reduction policies strategies and regulations of this plan; however, to further reduce the project's potential GHG emissions, the project would implement Mitigation Measure TRA/mm-1.1 requiring development of a Transportation Demand Management (TDM) program with specific strategies aimed to reduce project employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and ridesharing. In addition, Mitigation Measure GHG/mm-1.1 would ensure the project would not include the installation of natural gas infrastructure. In addition, Mitigation Measure GHG/mm-1.1 would ensure the project provides more electric vehicle charging stations than the mandatory requirements set forth in the Los Angeles County Code, Title 31, Green Building Standards (Code Section 5.106.5.3.3). Further, Mitigation Measure AQ/mm-3.1 would require all SCAQMD rules and regulations to serve as mitigation measures for the project during construction. Operation of the project would not result in adverse impacts to air quality.
Goal 6. Support healthy and equitable communities	**Consistent.** The project would support the health of visitors by improving existing and creating new outdoor public spaces and improved landscaping that would support visitors and employees' mental health, encourage community interaction, and improve air quality. The project would also encourage pedestrian mobility via the proposed easily accessible paved pedestrian path linking the existing elements of the site. Each loop of the pathway would contain distinct themes and programming. The new museum building design would use sustainable design features such as enhanced daylighting, rainwater collection leading to bioswales, and a sloped green roof.
Goal 10. Promote conservation of natural and agricultural lands and restoration of habitats	**Consistent with Mitigation.** The project site is dominated by a large lawn surrounding the museum consisting of primarily non-native planted trees and shrubs. It provides limited wildlife habitat due to the combination of high levels of human activity, the lack of surface water, and the low quantity of native plants. However, there are currently over 300 trees on-site, both non-native and native species, including the Coast live oak which is a species protected under the Los Angeles Oak Tree Ordinance. The Master Plan's proposed planting strategy includes the introduction or relocation of 150 to 200 trees on-site. Tree species selected for planting would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. The trees provide potential nesting habitat for birds as well as in the native plant area of Oil Creek. Oil Creek supports a community of hydrophytic and riparian vegetation. The project would be required to implement the following mitigation measures to protect and preserve the biological resources on-site: BIO/mm-2.1 to protect sensitive and regulated resources at and along Oil Creek; BIO/mm-3.1 to protect sensitive and regulated resources at and around the Lake Pit; BIO/mm-4.1 and BIO/mm-4.2 to avoid impacts to nesting birds; and BIO/mm-5.1 and BIO/mm-5.2 to avoid conflicts with the County of Los Angeles Oak Tree Ordinance.

5.10.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project could result in significant adverse environmental impacts related to land use and planning if it would:

a) Physically divide an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.4 Methodology

Sources used in the assessment of land use and planning impacts include the County's General Plan, the City's General Plan, the Wilshire Community Plan, and the 2020-2045 SCAG RTP/SCS. The project's potential consistency with relevant County and City General Plan policies are evaluated in Table 5.10-4 through Table 5.10-7. Only project elements that have the potential to conflict with an applicable goal,

policy, or program are evaluated further in this section. Based on State CEQA Guidelines, inconsistency with an adopted policy does not constitute an impact unless it may cause either a direct or indirect physical change in the environment, or a reasonably foreseeable physical change in the environment (Section 21065). Therefore, the analysis provided in this section focuses on the goals and policies with which the project may potentially be inconsistent, and the potential physical impacts on the environment that may result from those potential inconsistencies.

5.10.5 Environmental Impact Analysis

a) Would the project physically divide an established community?

The project site includes 13 acres of the eastern and northwestern portions of Hancock Park, located within a highly urban area that includes a mix of commercial uses and residential uses. As shown in Figure 3-3 in Chapter 3, Project Description, the project components include either the renovation and expansion of existing facilities or reconfiguration of existing project site elements with the intent of enhancing the current uses and promoting connectivity throughout the project site. There are no existing residential uses on-site and no residential uses are proposed by the project.

CONSTRUCTION

As noted, there are no existing residential uses on the project site nor would the project introduce a residential component during construction that would be physically separated or otherwise disrupted by the project. Construction of the project would occur within the boundaries of the existing project site, which would not affect the continued functioning of, access to, or otherwise obstruct aspects of the physical linkages between surrounding land uses and this part of the community. Furthermore, construction of the project would not involve features such as a highway, aboveground infrastructure, or an easement through an established neighborhood having the potential to divide an established community. As such, construction of the project would not divide an established community. *No impact* would occur.

OPERATION

Following construction activities, implementation of the project would result in renovations to the Page Museum and construction of the new museum building intentionally designed to be consistent with the scale and diversity of the existing built environment and surrounding areas. Particular attention has been given to integrating the outdoor and indoor elements of La Brea Tar Pits and Hancock Park. Buildings and structures on-site, including the museum buildings and the gateway features at Wilshire and 6th Street would be constructed at a maximum height of 30 feet when measured from the terrace level.
The proposed pedestrian path and the gateway features would connect project site features and increase walkability and accessibility throughout the project site. Further, the proposed improvements to the passive recreation areas on-site (e.g., children's play area, picnic tables) would occur in existing areas intended for community gathering purposes and would not introduce features that would divide these established uses. While the project proposes the expansion and relocation of the existing parking lot to the north of its current location by approximately 50 to 70 feet, it would not introduce a new barrier or division to the project site.

In addition, the project operation would not require the permanent closure of any streets surrounding the project site which currently provide access to surrounding uses, nor would operation of the project require the construction of any new roadways or other mobility features that would result in a new barrier through the existing community. It should be noted that the entirety of Hancock Park is enclosed with an 8- to 10-foot-high metal fence that serves to secure the site by providing full closure of Hancock Park when

La Brea Tar Pits, the Page Museum, and LACMA are closed in the evenings. This perimeter fencing would remain as an existing feature with project implementation and while it does restrict access to the project site at night, it is an existing safety feature and would not be considered an element that would divide an established community.

Given the project includes the renovation and expansion of the existing Page Museum and associated facilities within the existing boundary of the project site and would not introduce features that would implement barriers or divide the established uses within the project site or within the greater area of Hancock Park and the surrounding neighborhood, the project operation would not physically divide an established community. *No impact* would occur.

LUP Impact 1
The project would not include features that would physically divide an established community during construction and operation. No impact would occur. (CEQA Checklist Appendix G Threshold XI. a)
Mitigation Measures
No mitigation is required.
Impacts Following Mitigation
Not applicable. There would be no impacts associated with division of an established community.

b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The consistency analysis of the applicable land use plans, policies, and regulations considers the holistic impacts associated with implementation of the project and does not provide separate construction and operation analyses. This is because most policies broadly consider the appropriateness of types of land uses. Also, the analysis is organized by the chronological placement of the particular policies within the guidance or regulatory document. Based on the evaluation of the project's potential consistency with relevant plans and policies in Chapter 5, Environmental Impact Analysis, of this EIR, the project would have the potential to result in inconsistencies with applicable policies pertaining to the alteration of designated historical resources. The project would be potentially inconsistent with the policies identified in Table 5.10-8 and evaluated below.

Table 5.10-8. Applicable Plans and Policies with which the Project Would Be Potentially Inconsistent

Plan	Potentially Inconsistent Objective, Goal, and/or Policy
County of Los Angeles General Plan	**Goal C/NR 14** Protected historic, cultural, and paleontological resources.
	Policy C/NR 14.1 Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
	Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
	Policy C/NR 14.3 Support the preservation and rehabilitation of historic buildings.

Plan	Potentially Inconsistent Objective, Goal, and/or Policy
City of Los Angeles General Plan	**Cultural and Historical Objective**: Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
	Cultural and Historical Policy: Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.
Wilshire Community Plan	**Policy 1-3.2** Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.
	Goal 17 Preserve and restore cultural resources, neighborhoods and landmarks, which have historical and/or cultural significance.
	Objective 17-1 Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.
	Policy 17-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing historic buildings and the restoration of original facades.

The project's conceptual plan includes components to enhance the preservation of, and access to, existing cultural and paleontological resources on-site. This would include improvements to existing tar pit sites involving the construction of clearly defined viewing areas around each of the tar pits, with improved pit protection zones and fencing, seating, and interpretive signage.

However, project implementation would result in significant physical changes, partial demolition, and new construction affecting the two designated historical resources within the project site, which are the La Brea Tar Pits Historic District and the Page Museum. While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less than significant while meeting the project objectives and keeping the primary elements of the Master Plan; therefore, impacts of the project would remain significant and unavoidable after implementation of the recommendations, creating inconsistencies with the applicable land use objectives, goals, and policies set forth in the County of Los Angeles General Plan, the City of Los Angeles General Plan, and the Wilshire Community Plan. Given there is no feasible mitigation to reduce impacts of the project related to historical resources or the identified land use policy inconsistencies, related impacts would be *significant and unavoidable*.

LUP Impact 2
Implementation of the project would result in the alteration of designated historical resources and would be potentially inconsistent with the objectives, goals, and policies of the County's General Plan Conservation and Natural Resources Element, the City's General Plan Conservation Element, and the Wilshire Community Plan as they pertain to the protection of designated historical resources. Impacts would be significant. (CEQA Checklist Appendix G Threshold XI. b)
Mitigation Measures
Implement Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5.
Impacts Following Mitigation
Upon implementation of Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5, impacts to historical resources from project implementation would remain significant and unavoidable; therefore, impacts related to land use policy conflicts would remain significant and unavoidable.

5.10.6 Cumulative Impacts

As stated in Section 5.10.5, the project would have no impact related to the physical division of an established community (threshold a) and would not contribute to cumulative impacts related to this issue.

The project site is located within a highly urban area that includes a mix of commercial uses and residential uses. Chapter 4, Environmental Setting, details the existing and reasonably foreseeable future development projects located within proximity to the project site. The related projects provided in Chapter 4 generally consist of infill development and redevelopment of existing uses, including mixed-use, residential, commercial, office, restaurant, retail, studio, museum, hotel, and combinations thereof. The project, in combination with the related projects provided in Chapter 4, could result in cumulative impacts if it would conflict with a land use plan, policy, or regulation, adopted for the purposes of mitigating an environmental effect (threshold b).

As discussed in LUP Impact 2, the project's significant and unavoidable impacts related to historic resources create inconsistencies with the applicable land use objectives, goals, and policies set forth in the County of Los Angeles General Plan, the City of Los Angeles General Plan, and the Wilshire Community Plan as identified in Table 5.10-8. While the project's Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would avoid, minimize, rectify, reduce, or compensate for the significance of the impacts to historical resources to the degree feasible, they would not mitigate impacts below the level of significance. As such, the identified land use policy inconsistencies would also be significant and unavoidable with no feasible mitigation to address the impact. When considered in combination with the impacts of these projects in the cumulative scenario, the project would contribute incrementally toward cumulative effects on historical resources associated with the project and related land use policies protecting these resources. The project's contribution to cumulative impacts related to conflicts with applicable land use plans and policies could be *significant*.

LUP Impact 3 (Cumulative Impacts)
The project would contribute incrementally toward cumulative effects on historical resources associated with the project and related land use policies protecting these resources (i.e., County of Los Angeles General Plan, the City of Los Angeles General Plan, and the Wilshire Community Plan). The potential inconsistencies are identified in Table 5.10-8. The project would contribute significantly to cumulative impacts to historic resources, which would be considered a significant impact.
Mitigation Measures
Implement Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5.
Impacts Following Mitigation
Upon implementation of Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5, impacts to historical resources would remain significant and unavoidable; therefore, the project's contribution to cumulative impacts related to land use policy conflicts focused on historic resources would remain significant and unavoidable.