

II. Project Description

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1. Introduction

The 130 College Project (Project) proposes the demolition of an existing surface parking lot to construct a new five-story (with one mezzanine parking level), up to 234,601-square-foot commercial development consisting of 224,597 square feet of office uses, 4,095 square feet of restaurant uses, and 4,110 square feet of retail uses, with a floor area ratio (FAR) of 2.42:1 on an approximately 2.2-acre site (Project Site) in the Central City North Community Plan area of the City of Los Angeles (City). Adjacent to the ground floor restaurant, 1,799 square feet of outdoor uncovered dining area would be provided, and while this area is not considered floor area per the Los Angeles Municipal Code (LAMC), it is conservatively included in this environmental analysis. The Project would be a maximum of five stories with a height of approximately 88 feet measured from grade to the top of the mechanical penthouse consistent with LAMC Sections 12.03 and 12.21.1 B.3. The Project would include a podium with one level of at-grade parking and one mezzanine level of above-grade parking (both podium levels would be enclosed with active ground floor commercial uses along the Alameda Street, Bruno Street, and Main Street frontages and new street trees along College Street, where primary vehicle access would be provided), and four levels of office uses above. The Project would also include one subterranean parking level and approximately 52,716 square feet of outdoor areas.

2. Environmental Setting

a. Project Location

The Project Site is located at 110, 114, and 130 W. College Street; 117 and 119 W. Bruno Street; and 945, 949, 953, 955, 959, 963, 971, and 973 N. Main Street within the City's Central City North Community Plan area, approximately 15 miles east of the Pacific Ocean. As shown in Figure II-1 on page II-2, the Project Site is bounded by West College Street to the north, North Main Street to the east, Bruno Street to the south, and North Alameda Street to the west. Local access to the Project Site is provided by West College Street located north of the Project Site, North Main Street located east of the Project Site, and North Alameda Street located west of the Project Site. Regional access to the Project Site is provided by the Arroyo Seco Parkway/Harbor Freeway (State Route [SR]-110), the Hollywood Freeway (US Highway [US]-101), and the Golden State Freeway (Interstate [I]-5), which are within approximately 1 mile of the Project Site.



Figure II-1
Project Location Map

The Project Site is served by a variety of public transit options, including a number of local and regional bus lines serviced by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) that provide connections to light rail stations in the Project area. In particular, the Project Site is located directly across Alameda Street from the Metro A Line Chinatown Station, with access on the northwestern and southwestern corners of the intersection of West College Street and North Alameda Street/Spring Street. The Project Site is also located adjacent to stops for Metro Lines 70 and 76; LADOT DASH Lincoln Heights/Chinatown route and DASH Downtown Routes A, B, D, and E; and Santa Clarita Transit Lines 794 and 799. Moreover, the Project Site is located less than 0.5 miles north of Union Station along Alameda Street, which is a hub for all major public transit lines for the region.

b. Surrounding Land Uses

As shown in Figure II-2 on page II-4, the area surrounding the Project Site is urbanized and includes a mix of low- to mid-rise buildings containing a variety of industrial, commercial, and residential uses. The surrounding properties are generally zoned C2, which is consistent with the zoning of the Project Site. The area directly north of the Project Site, across College Street, includes several parcels zoned as (T)(Q)C2-2-UC(CA) and UC(CA) that are developed with a surface parking lot with proposals for future mixed-use development and an existing low-rise industrial building, respectively. The area to the east of the Project Site, across Main Street, are additional properties zoned as UC(CA) that include existing industrial buildings and a multi-level self-storage facility. The area to the west of the Project Site, across Alameda Street, is zoned as C2-2 and comprised of the Metro Light Rail Overpass, which includes the Metro A Line Chinatown Station, along with office and residential developments. The area to the south of the Project Site is zoned as [Q]C2-2-RIO and includes additional industrial buildings and another surface parking lot. Additionally, the Granite Block Paving, City Historic Cultural Monument (HCM) #211, is located on Bruno Street adjacent to the Project Site.¹

c. Existing Conditions

(1) Existing Project Site Conditions

As shown in Figure II-2, the Project Site is currently developed with a surface asphalt parking lot used for bus storage. There are no buildings or landscaping within the Project Site, but there is a billboard, lighting, a shipping container, six electric bus chargers, and

¹ The historical road segment, known as the Granite Paving Block (HCM No. 211), was originally designated as an HCM on March 7, 1979. The designation recognizes the significance as a rare example of hand-hewn granite block paving dating from the early 1900s in Los Angeles.

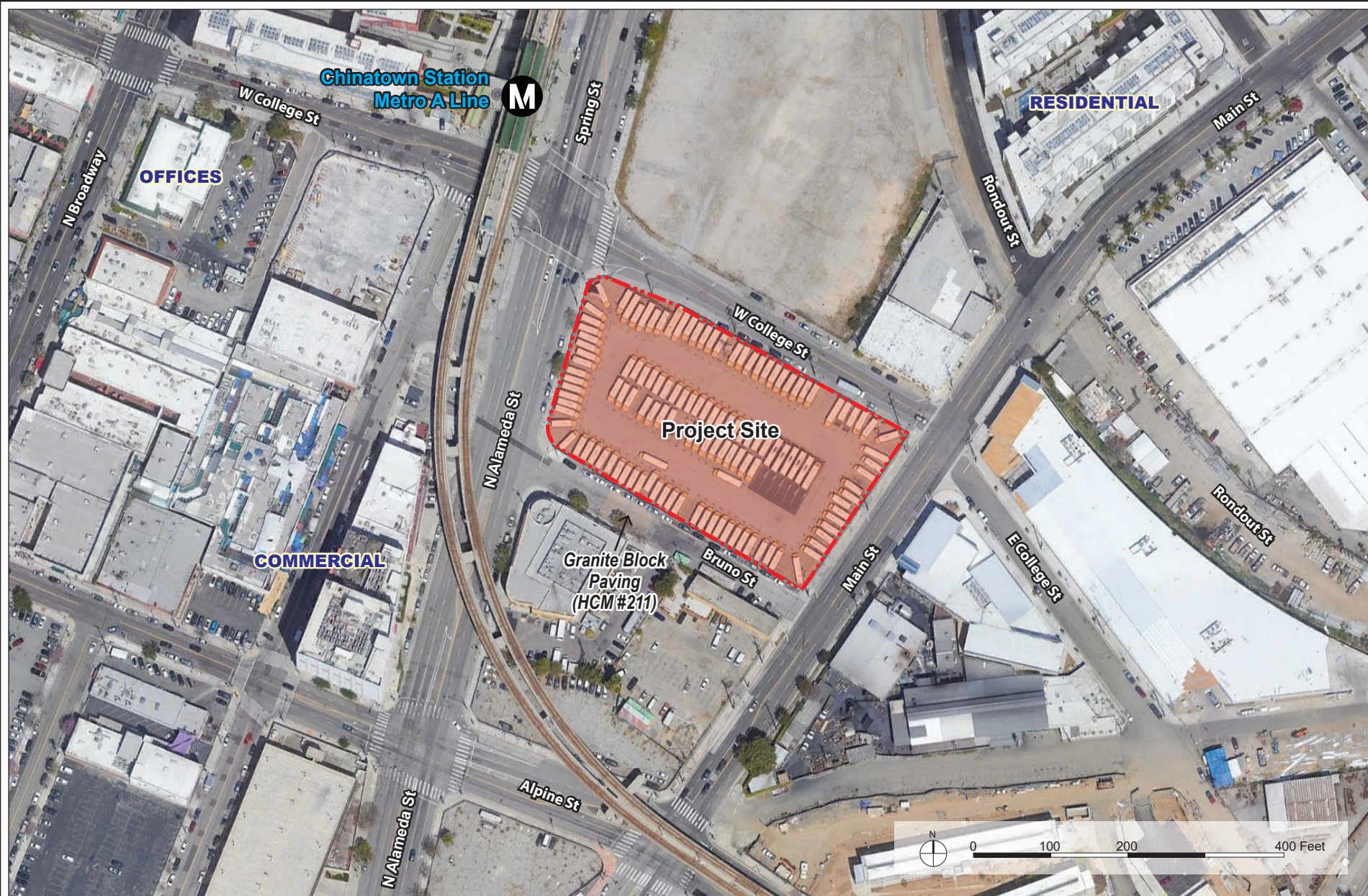


Figure II-2
Aerial Photograph of the Project Site and Vicinity

fencing. The Project Site is relatively flat. There are no trees on the Project Site. There are two street trees adjacent to the Project Site, both of which are located along Alameda Street. The two street trees consist of non-native species. Neither one of the street trees is “significant” or considered a protected tree as defined by the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186,873).^{2,3}

(2) Land Use and Zoning Designations

The Project Site is located within the Central City North Community Plan area.⁴ The Project Site is designated as Regional Commercial and is zoned as [Q]C2-2-RIO and [T][Q]C2-2-RIO (Qualified Classification, Commercial Zone, Height District 2, River Improvement Overlay District; and Tentative Zone Classification, Qualified Classification, Commercial Zone, Height District 2, River Improvement Overlay District, respectively).

The C2 Zone allows for a wide range of commercial land uses, including, but not limited to, the Project’s proposed office, restaurant, and retail uses. The “2” in the Project Site’s zoning designation refers to the Project Site’s location in Height District No. 2, which allows a 6:1 FAR and does not limit building height. The Project Site has two sets of requirements associated with “[Q]” and “[T][Q]” in the zoning designation. The lot comprising the western portion of the Project Site is subject to conditions outlined in Ordinance No. 164,855, which limits the FAR for commercial projects to 1.5:1, residential FAR to an additional 1.5:1 FAR, and a requirement that projects over 2:1 FAR are reviewed by the City Planning Commission. The remaining lots are subject to Ordinance No. 163,510 which includes both “[T]” and “[Q]” conditions related to certain on- and off-site improvements, a 1.5:1 FAR limitation for hotel rooms and 1.5:1 FAR limitation for other commercial uses, requirements that were imposed as part of, and specific to, a proposed hotel development, associated with City Planning Case Nos. CPC-1987-350-ZC, ZA-1986-974-CUB, and MND-86-441-CUZ-CU-ZV. This proposed hotel was not constructed.

² Dudek, 130 West College Street Project, City of Los Angeles, California 90012—City of Los Angeles Tree Inventory Report, January 2023. See Appendix IS-1 of the Initial Study included as Appendix A of this Draft EIR.

³ Pursuant to City Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: oak tree, Southern California black walnut tree, western sycamore tree, California bay tree, Mexican elderberry shrub, and toyon shrub.

⁴ The Project is located with the Downtown Community Plan (DTLA 2040) which became effective on January 27, 2025. Since the application for this Project was filed before DTLA 2040 became effective, the provisions of DTLA 2040 do not apply to this Project. As such, the Central City North Community Plan is still the operative land use document for the Project Site.

The “RIO” in the Project Site’s zoning designation refers to the Project Site’s location in the Los Angeles River Improvement Overlay Zone. The RIO does not impose any use, FAR, height, or setback restrictions or standards. Pursuant to LAMC Section 13.17, projects in the Los Angeles River’s Outer Core that are not adjacent to the river, including the Project, are required to comply with various screening standards and utilize native California plant species in all landscaped areas. As such, the Project would comply with the requirements set forth in LAMC Section 13.17.

The Project Site is also identified by the City in the Zoning Information and Map Access System (ZIMAS) as being in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and the City Zoning Information File (ZI) No. 2452.⁵ As described above, the Project Site is located within 0.5 miles of a variety of existing and planned public transit options, including the Metro A Line Chinatown Station located directly across the street from the Project Site and Union Station along Alameda Street served by Amtrak, Metrolink, Metro, LADOT, and other local and regional transit agencies.

3. Project Objectives

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) states that the project description of an Environmental Impact Report (EIR) shall contain “a statement of the objectives sought by the proposed project.” CEQA Guidelines Section 15124(b) further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to provide an infill commercial development for growing retail, hospitality, entertainment, technology companies and other commercial uses looking to locate businesses within Downtown Los Angeles. The Project’s specific objectives are as follows:

- To support the Downtown Community Plan’s Goal 6 to a broad-based economy that leverages Downtown’s central location, land use mix, and infrastructure to foster a diversity of industry sectors and business sizes.

⁵ SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, PRC Section 21099(d) states that “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a TPA shall not be considered significant impacts on the environment.” Employment center project means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a TPA and infill site means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. TPAs are areas within 0.5 miles of a major transit stop that are existing or planned. The Project is an employment center project on an infill site within a TPA. Thus, in accordance with SB 743 and the City’s ZI No. 2452, the Project’s aesthetic and parking impacts are not considered significant as a matter of law.

- To support the Downtown Community Plan's Objective 8.3 to foster long-term success with an ecosystem that accommodates both industrial and professional office sectors for future generations.
- To develop a pedestrian-friendly project by creating a street-level identity for the Project Site and improving the pedestrian experience through physical improvements and the introduction of retail and restaurant uses on the ground level.
- To provide a sustainable building design that allows for the use of energy-efficient technology and, thereby, reducing the overall reliance on energy for lighting and cooling.
- To provide a Project on an urban infill site which can serve various industry segments and meet the changing needs of workplaces through the creation of high-quality indoor and outdoor workspaces that encourage collaboration, productivity, and a healthy lifestyle.
- To locate employment opportunities near existing and future residential uses along a major transit corridor within a high activity area to promote sustainability and reduce vehicle miles traveled, with associated reductions in air quality and greenhouse gas emissions, to create a dynamic and economically viable commercial project with sufficient density to facilitate a healthy jobs-housing balance in the area.
- To support the growth of the City's economic base by creating a significant number of construction and permanent jobs.

4. Description of Project

a. Project Overview

The Project proposes the demolition of an asphalt parking lot, billboard, lighting, shipping container, six electric bus chargers, and fencing to construct a new five-story (including a mezzanine parking level) infill commercial project. As detailed in Table II-1 on page II-8, the Project would develop up to 234,601 square feet of new uses, comprised of 224,597 square feet of office uses, 5,894 square feet of restaurant uses, and 4,110 square feet of retail uses, resulting in a FAR of 2.42:1. Adjacent to the ground floor restaurant, 1,799 square feet of outdoor uncovered dining area would be provided, and while this area is not considered floor area per the LAMC, it is conservatively included in this environmental analysis. The Project would be five stories, with a height of 88 feet measured from grade to

**Table II-1
Summary of Existing and Proposed Floor Area^a**

Land Use	Floor Area
Existing (To Be Removed)	
Surface Parking Lot	0 sf
<i>Total Existing Floor Area to Be Removed</i>	<i>0 sf</i>
New Construction (per LAMC)	
General Office	224,597 sf
Restaurant	4,095 sf
Retail	4,110 sf
<i>Total New Construction</i>	<i>232,802 sf</i>
Total Floor Area Upon Completion (LAMC)	232,802 sf
New Construction (Non-LAMC)^b	
Restaurant (Outdoor Uncovered Seating)	1,799 sf
Total Square Footage of New Construction Upon Completion^b	234,601 sf
<i>sf = square feet</i> ^a Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.” ^b The Project would include approximately 1,799 square feet of outdoor uncovered dining area adjacent to the ground floor restaurant, which is not considered “Floor Area” as defined in the LAMC; however, to provide a conservative analysis, it is nevertheless counted towards the Project’s restaurant area for purposes of this environmental analysis. As such, for purposes of this environmental analysis, the Project would include 5,894 square feet of restaurant space. Source: Eyestone Environmental, 2025.	

the top of the mechanical penthouse. The Project would include a podium with one level of at-grade parking and one mezzanine level of above-grade parking (both podium levels would be wrapped with active ground floor commercial uses along the Alameda Street, Bruno Street, and Main Street frontages and new street trees along College Street where primary vehicle access would be provided), and four levels of office uses above. The Project would include a total of 52,716 square feet of outdoor areas. Additionally, up to seven off-site trenches for utility connections for water, sewer, and electrical laterals, as well as the undergrounding of existing overhead electrical lines would be required. This work would consist of lateral connections to water and sewer lines in Alameda Street and Main Street, the undergrounding of electrical lines on College Street and Main Street, and an electrical lateral connection from the Project Site to the electrical main on Main Street. A conceptual site plan is provided in Figure II-3 on page II-9.

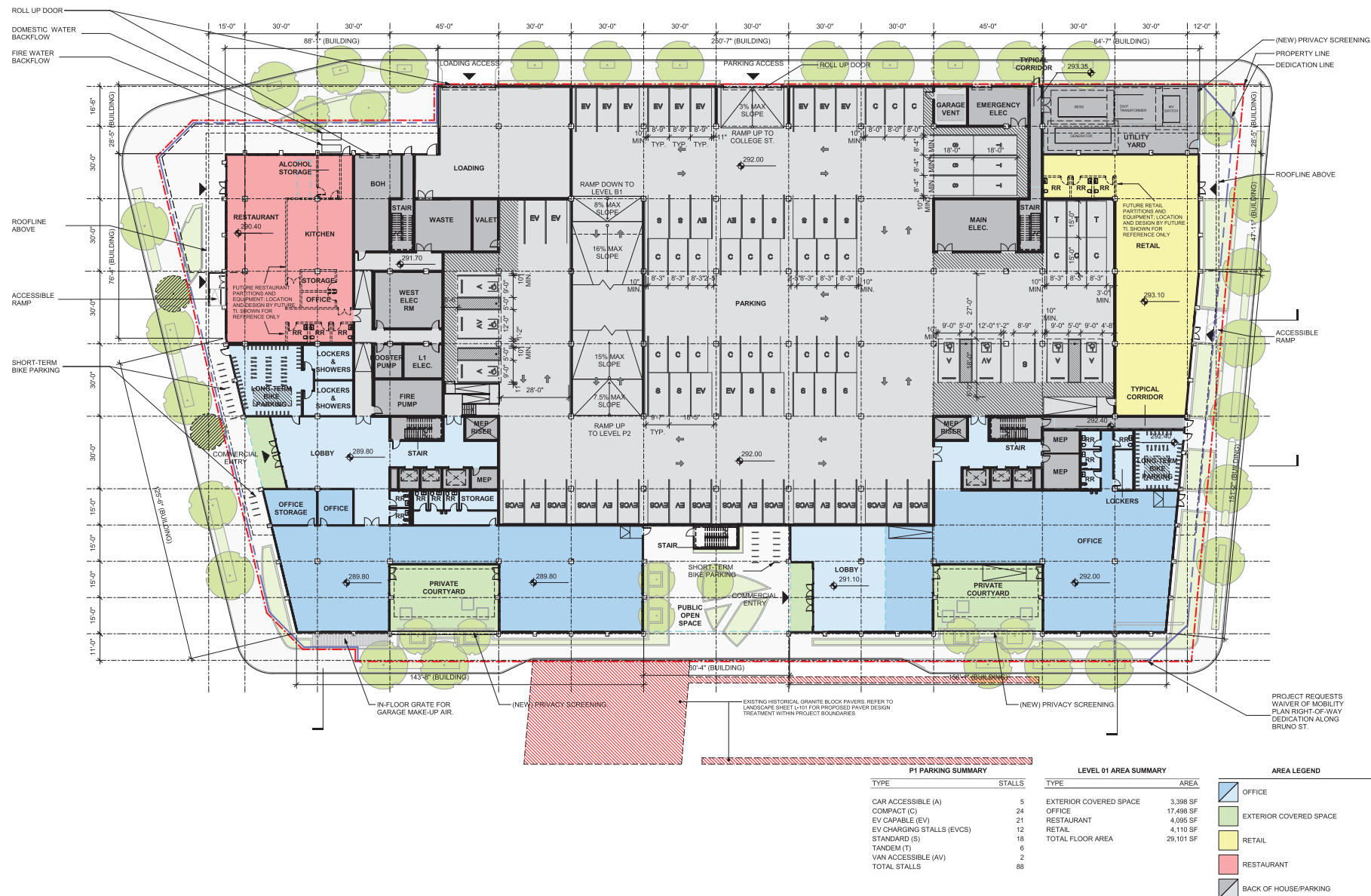


Figure II-3
Conceptual Site Plan—Ground Level

b. Design and Architecture

The Project includes a five-story building (including a mezzanine parking level), conceived as a series of three stacked massings that progressively step back from Bruno Street as it rises. As illustrated in Figure II-4 through Figure II-6 on pages II-11 through II-13, the Project's architectural concept is a series of cascading terraces that recede into the Project Site from the Bruno Street frontage; each terrace would provide more open-air exposure as the building increases in height.

The proposed retail and restaurant uses would be located on the ground floor to activate the pedestrian environment, with double height floorplates, creating an inviting high ceiling ground floor. Specifically, the proposed restaurant uses would be located at the corner of Alameda Street and College Street, with outdoor seating, landscaping, and other pedestrian realm improvements. The retail uses would be located along Main Street near the intersection of Main Street and College Street, activating the eastern elevation with an active use. Pedestrian access to these uses would be provided via two entrances on Alameda Street and two entrances on Main Street, respectively.

Most of the office uses would be located on Levels 2 through 5. The office uses on Level 1 would include a lobby on the ground floor with pedestrian access from Alameda Street and Bruno Street, and interior and exterior workspaces totaling approximately 20,018 square feet. The exterior workspaces would include tenant courtyard spaces that would incorporate privacy screening. On Level 2, the office uses would include a private outdoor amenity terrace totaling 6,243 square feet that would separate the Project into two different sections. In addition, the Project would include a landscaped amenity terrace on the second and fourth levels of the office building, which would create a building break, create a connection between the office levels atop the podium, and provide pedestrian circulation. Floors above Level 2 would continue to be divided leaving an opening in the middle of the Project. Levels 2 and above would include exterior covered workspaces that face Bruno Street. Solar panels would be provided within a rooftop structure (the area beneath this rooftop structure would not be occupiable), and a landscaped green roof would be provided over a portion of the podium along College Street.

As shown in Figure II-4 on page II-11, the Project's proposed design provides variable massing, a variety of materials, and texture on the public-facing street façades. Materials that would be used in the Project's façades include glazed panels, timber battens, textured concrete, perforated metal panels, and planted green walls. Internally, the Project would utilize a hybrid mass timber structural approach, specifically with cross-laminated timber floor and ceiling, along with ample provision for biophilic design, including the integration of native plantings and lush landscaping in both the interior workspace, as well as the various exterior communal terraces facing the public realm.



Figure II-4
Conceptual Rendering —
View of Bruno Street Frontage Looking Northeast

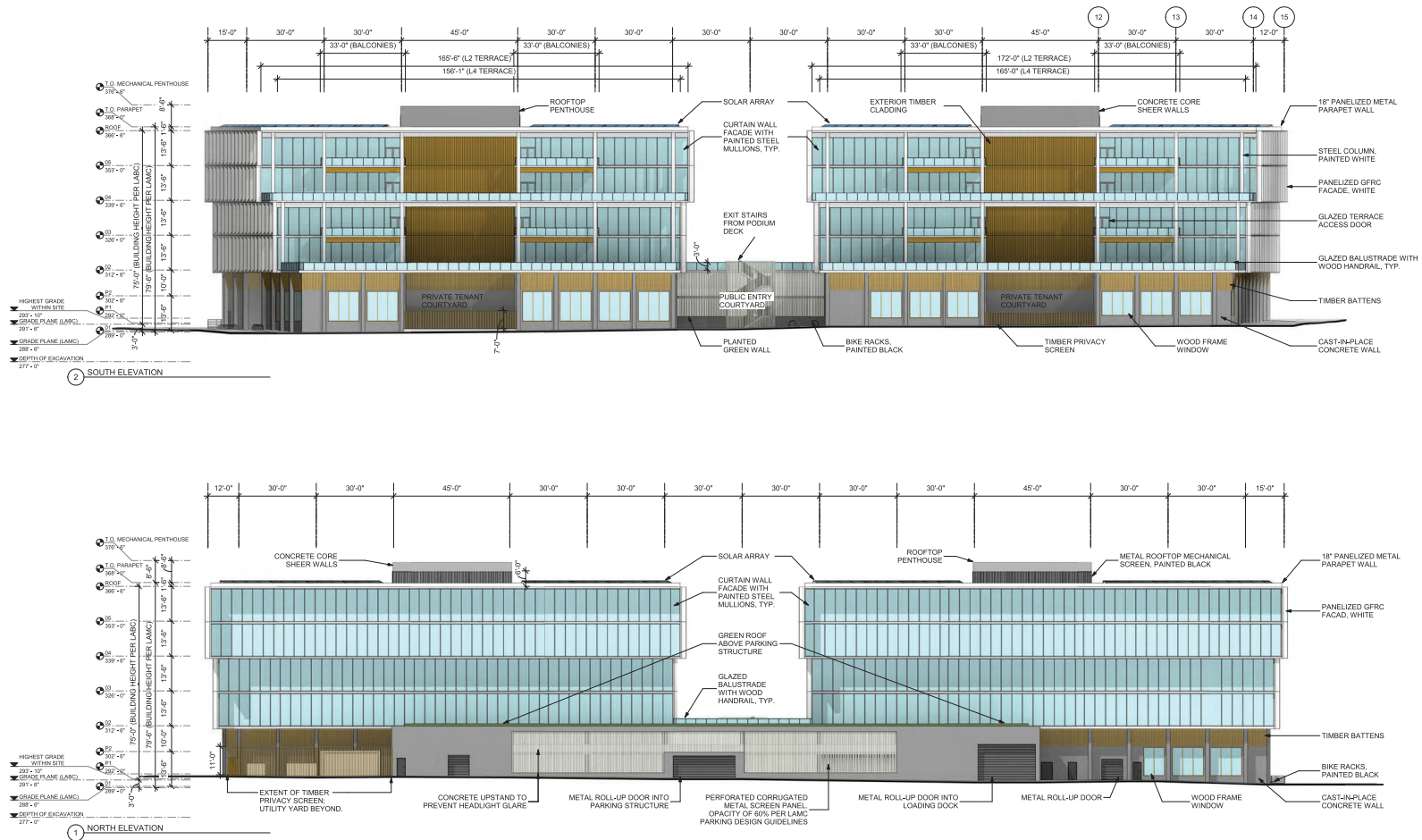


Figure II-5
North-South Elevations

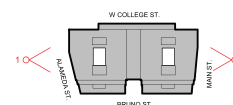
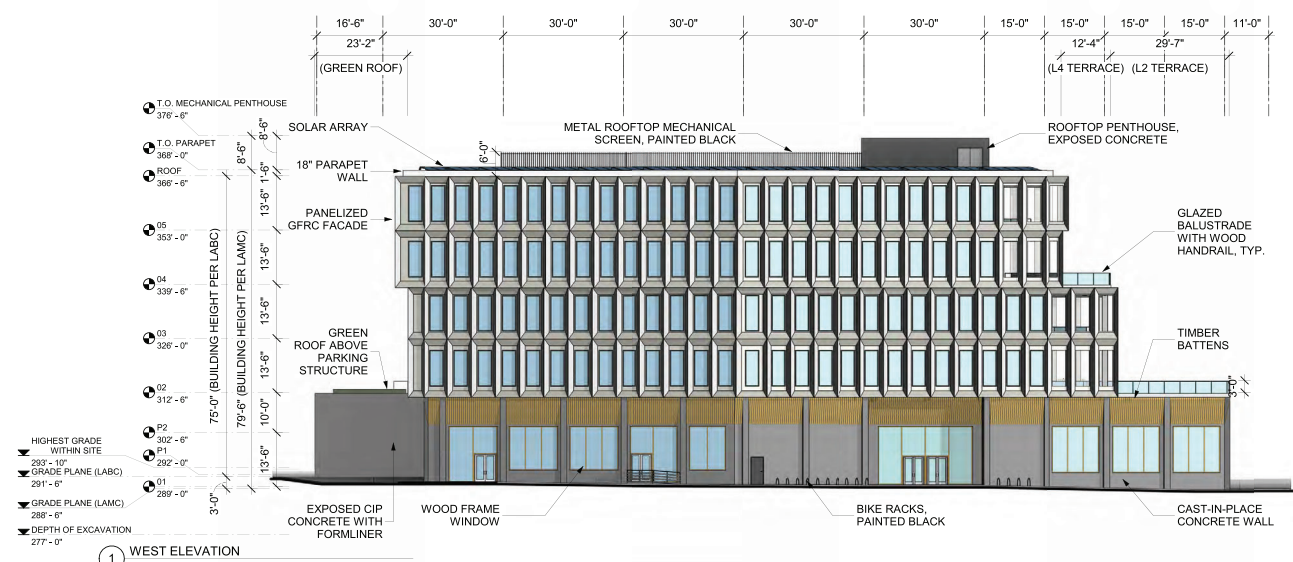
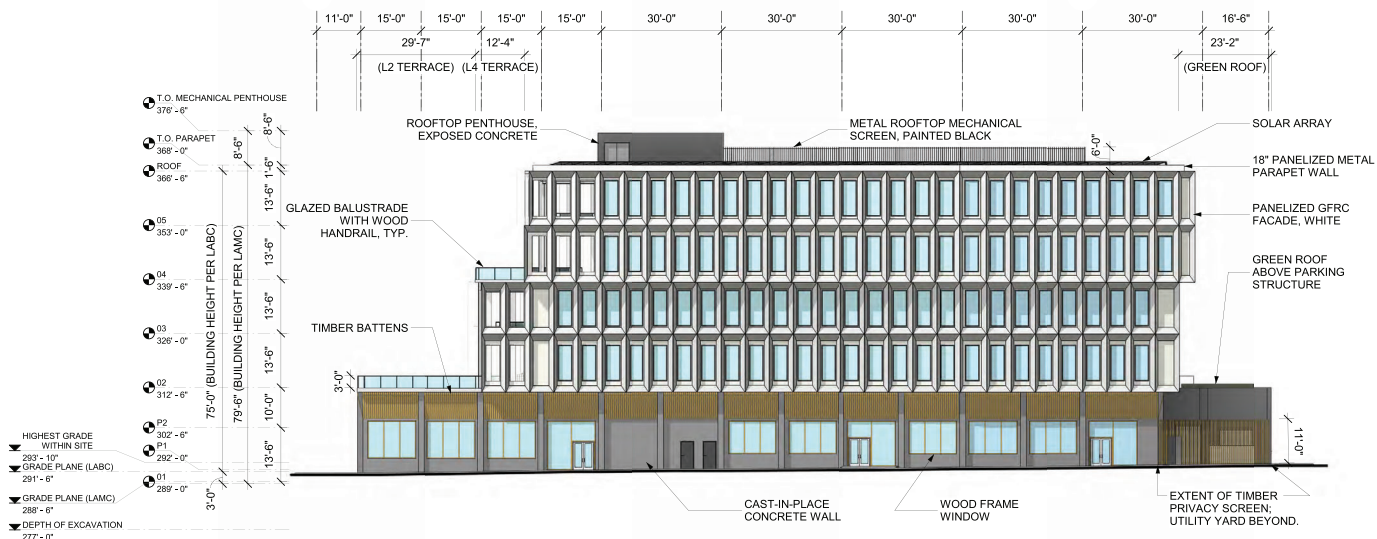


Figure II-6
East-West Elevations

c. Outdoor Areas and Landscaping

In accordance with the LAMC, as a commercial development, the Project is not required to provide open space. Nonetheless, the Project would provide landscaping and outdoor areas to enhance the public realm, create more effective transitions between off-site and on-site uses, and provide usable outdoor areas on-site. The Project would provide approximately 52,716 square feet of outdoor areas on-site, including 33,776 square feet of hardscaping and 18,940 square feet of landscaping, 14,551 square feet of which would be publicly accessible on the ground floor. Additionally, the Project would provide approximately 13,575 square feet of outdoor space within the public right-of-way and accessible to the public, of which 11,217 square feet would be hardscaping, and 2,358 square feet would be landscaping at the sidewalk areas adjacent to the Project Site. In total, the Project would provide approximately 28,126 square feet of publicly-accessible hardscape and landscape area on- and off-site.

The Project would also enhance the public realm through streetscape improvements that would create a cohesive visual identity for the Project Site. Specifically, the Project would include new landscaping, consisting of street trees and shrubs, along North Alameda Street, West College Street, North Main Street, and Bruno Street.

Other outdoor amenities included in the Project are a publicly accessible street plaza and garden, which would both be located on the ground floor. The street plaza would be located on the corner of North Alameda Street and West College Street. The street plaza would include an entrance to the Project, outdoor seating, a raised planter, and bicycle parking. The garden would be located near the entrance of the Project along Bruno Street with egress stairs, raised planters, and architectural screening. The Level 2 amenity terrace would contain more raised planters, lounges, and movable seating. The Level 4 amenity terrace would contain a terrace garden and lounge areas with seating.

The Project would include a cohesive plant palette to be used along the streetscape, within the outdoor spaces on Level 2, and within the exterior covered workspaces. Plantings would include resilient, drought-tolerant native and adaptive trees, shrubs, and groundcover species, including shade trees. The two existing street trees along Alameda Street would be retained as part of the Project. In addition, the Project would plant a total of 67 trees, of which 38 would be located within the Project Site and 29 would be located within the adjacent public right-of-way.

d. Access, Circulation, and Parking

Vehicular and loading access to the Project Site would be provided by two driveways located along West College Street. The westernmost driveway along West College Street would be exclusively for loading access, while the other driveway would provide access to

the Project's parking garage. A passenger drop-off and pick-up area would also be provided along Bruno Street, which is designed to preserve the Granite Block Paving (HCM #211) along Bruno Street consistent with City Planning policy.⁶ Pedestrian access to the Project's proposed uses would be provided via three entrances on Alameda Street, two entrances on Main Street, and one entrance on Bruno Street.

The Project would provide approximately 440 vehicle parking spaces within a parking structure with one subterranean level, one ground level, and one above ground (mezzanine) level (the at-grade and above-grade parking levels would be wrapped with active ground floor commercial uses along the Alameda Street, Bruno Street, and Main Street frontages and screened with timber battens panels along College Street).

Additionally, the Project is required to provide a minimum of 75 bicycle parking spaces pursuant to the LAMC 12.21 A.16(a)(2) for the Project's uses. The Project would exceed this requirement and provide approximately 149 bicycle parking spaces, comprised of 123 long-term spaces and 26 short-term spaces. Bicycle lockers and showers would also be provided in accordance with the LAMC.

e. Lighting and Signage

All Project lighting would comply with all applicable energy standards and codes (i.e., California Code of Regulations, Title 24, Part 11; referred to as the California Green Building Standards Code [CALGreen Code]) while providing sufficient lighting levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed inward to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the site perimeter, as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval from the City's Bureau of Street Lighting. Glass in building façades would be selected for qualities, such as low reflectivity, to reduce glare; energy efficiency to limit solar heat gain; and high visibility for adequate light transmission.

New Project signage would be integrated with and complement the overall aesthetic character of the proposed on-site development and the surrounding areas. Project signage could include general ground-level and wayfinding pedestrian signage along the Project Site perimeter, building identification signs, marquee and monument signs, pillar and pole signs,

⁶ A City Planning memorandum to the City's Department of Public Works, dated August 14, 2007, states that: "Under no circumstances, is the granite paving to be removed or covered in asphalt."

banners, and other sign types such as on-site wall signs, internal digital on-site signage, and murals. Project signage may include both externally and internally lit signs, which would be required to comply with LAMC illumination regulations.

f. Sustainability Features

The Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the CALGreen Code, and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; referred to as the California Energy Code). Both in compliance with and, in some cases, in exceedance of the aforementioned Code requirements, a number of specific sustainable design components would be incorporated into the Project, such as Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs to help reduce energy use; short- and long-term bicycle parking in excess of LAMC requirements; storm water capture; pedestrian-first design; employment and commercial activity center near various public transit stops; use of daylighting, where feasible; and energy-efficient lighting. The Project would also include a 500-kilowatt (kw) solar system with two 250-kw inverters consistent with Section 140.10 of the California Energy Code. In addition, the Project would meet the Los Angeles Green Building Code requirements (Ordinance Nos. 186,485 and 186,488) requiring 30 percent of total new parking spaces would be capable of supporting future EVSE, and 10 percent of total new spaces would include EV charging stations. Lastly, the Project would prohibit the use of natural gas during Project operations, excluding restaurant cooking equipment and emergency generators which is included as Project Design Feature GHG-PDF-1 which will be enforceable as part of the Project's Mitigation Monitoring Program.

g. Anticipated Construction Schedule and Haul Route

Project construction would begin with the demolition of the existing surface parking lot and removal of the billboard, lighting, shipping container, electric bus chargers, and fencing. The next phase would include grading and excavation for the subterranean parking level, which would extend to a depth of up to 17 feet below ground surface as measured from the northeast corner of the Project Site where the grade elevation is the highest. Project construction also includes off-site trenching for utility connections and the undergrounding of existing electrical lines as discussed above. The foundation would then be laid, followed by building construction, and then finally paving and landscaping installation. Project construction is anticipated to be complete in 2028. It is estimated that approximately 67,791 cubic yards of soil would be excavated and hauled off the Project Site.

During construction, haul trucks would exit the Project Site onto West College Street heading west, turn left (south) onto North Alameda Street, turn left (east) onto Commercial Street, and merge onto US-101 south. Trucks arriving at the Project Site would exist US-101 northbound at North Alameda Street, turn right (north) onto North Alameda Street, turn right (east) onto College Street, and continue to the Project Site. Trucks would not enter the Project Site from, or travel along, Bruno Street.

Construction would occur Monday through Friday between 7:00 A.M. and 9:00 P.M., and Saturdays between 8:00 A.M. and 6:00 P.M. consistent with the allowable hours per LAMC Section 41.40. No construction would occur on Sundays.

5. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The EIR analyzes the potential impacts associated with the Project and provides environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 11.5.6, a General Plan Amendment to amend Central City North Community Plan Footnote No. 7 to allow the FAR for commercial development at the Project Site to exceed 1.5:1;
- Pursuant to LAMC Sections 12.32 F and 12.32 Q, a Vesting Zone and Height District Change to change the zoning for the Project Site from [Q]C2-2-RIO and [T][Q]C2-2-RIO to (T)(Q)C2-2D-RIO;
- Pursuant to LAMC Section 12.24 W.1, a Main Conditional Use Permit for the sale and dispensing of a full-line of alcohol beverages for on-site and off-site consumption within up to three (3) establishments, in connection with the proposed restaurant and retail spaces;
- Pursuant to LAMC Section 16.05, Site Plan Review for a development which creates, or results in an increase of, 50,000 gross square feet or more of nonresidential floor area;
- Pursuant to LAMC Sections 17.03 and 17.15, a Vesting Tentative Tract Map for the merger and re-subdivision of 14 lots into one (1) ground lot and 16 airspace lots, and approval of a haul route for 67,791 cubic yards of soil export; and
- Other discretionary and ministerial permits that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, off-site or right-of-way encroachment permits, on-site and off-site tree removal permits, and sign permits.

6. Responsible Agencies

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). No responsible agency has been identified for the Project.

7. Trustee Agencies

A Trustee Agency under CEQA is a State agency that has jurisdiction by law over natural resources affected by a project, that are held in trust for the people of the State of California (PRC Section 21070). To be considered a Trustee Agency for a project, the project must affect natural resources within the agency's jurisdiction (State CEQA Guidelines Section 15386).

According to ZIMAS, the Project Site is located within the Santa Monica Mountains Zone (SMMZ), as mapped by the Santa Monica Mountains Conservancy (SMMC) (PRC Section 33105). During environmental review for discretionary projects, the SMMC is considered a CEQA Trustee Agency over projects that will have an effect on natural resources found within the SMMZ boundaries.⁷ As concluded in the Initial Study, included in Appendix A, of this Draft EIR, the Project Site is located in an urbanized area and is currently developed with asphalt surface parking, a billboard, lighting, a shipping container, six electric bus chargers, and fencing, and, as such, does not contain any natural resources, nor would the Project affect any natural resources over which the SMMC has jurisdiction.

Therefore, the Project would not have an effect on natural resources over which the SMMC has jurisdiction, and as such, the SMMC is not a Trustee Agency for the Project. Nonetheless, in order to ensure that the SMMC agreed that the Project would not have an effect on natural resources over which the SMMC has jurisdiction, the Department of City Planning consulted with the SMMC, and the SMMC confirmed that they should not be considered a Trustee Agency for the Project.⁸

⁷ *State of California, Department of Justice, Attorney General Advice Letter re Santa Monica Mountains Conservancy (SMMC) as Trustee Agency, July 26, 2021.*

⁸ *E-mail message from Garrett Weinstein (SMMC) to Jason McCrea (Department of City Planning) on April 10, 2024, Subject: 130 College Street Project.*