CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Mitigated Negative Declaration

3440 Wilshire Project

Case Number: ENV-2016-3693-MND
CPC-2016-3692-VZC-MCUP-SPR
Vesting Tentative Tract No. 74602

Project Location: 3440-3470 West Wilshire Boulevard, 659-699 South Mariposa Avenue, 3281-3287 West 7th Street, and 666-678 South Irolo Street, Los Angeles, California 90010

Community Plan Area: Wilshire

Council District: 10—Wesson

Project Description: The Project Site is located at 3432-3470 West Wilshire Boulevard, 659-699 South Mariposa Avenue, 3265-3287 West 7th Street, and 666-678 South Irolo Street, Los Angeles, California 90005/90010 in the Wilshire Community Plan. The Site is zoned C4-2, PB-2, and P-2. Height District 2 regulates permitted floor area ratio (FAR) but does not prescribe a height limit. Tower 1 will be 23 stories (282 feet). Tower 2 will be 28 stories (332 feet). The proposed zone change for the P and PB zones to C4 would match the balance of the Site.

The Site currently consists of 6 subdivided lots and a non-subdivided remainder. The Project is requesting a Vesting Tentative Tract to merge the existing lots and re-subdivide the Site into 6 lots: 1) ground (master) lot with a lot area of 316,438 square feet; 2) residential (apartment) (airspace) with up to 640 residential units in up to 701,315 square feet of floor area; 3) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 2,360 square feet of commercial space; 4) parking (residential, commercial, office, and bike) (airspace); 5) existing 5-story parking structure (airspace); and 6) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 3,700 square feet of commercial space.

The Project Site lot area is 320,534 square feet (or 7.3 acres) and the Project Site lot area less dedication is 316,438 square feet (7.26 acres). The allowable FAR is 6:1 (1,898,520 square feet). The existing office floor area of 760,456 square feet would remain. The Project would include an additional 712,053 square feet (10,738 square feet commercial and 701,315 square feet residential). The total proposed FAR would be 4.65:1.

The Project Site is currently developed with the following uses: Four commercial office buildings with ground floor retail uses that front West Wilshire Boulevard and South Irolo Street (Existing Office Buildings). The Existing Office Buildings contain approximately 760,456 feet of commercial uses. Three-story parking structure along Mariposa to the corner with 7th Street (3 levels above grade levels and 1 level below grade). The existing three-story parking structure contains approximately 1,191 vehicle parking spaces. There is one vehicle driveway (providing entrance and exit) on the eastern boundary along Mariposa, just north of 7th Street Normandie Avenue. There is also access to the structure from internal private roadways within the Site, which is provided from Irolo Street. Five-level parking structure along 7th Street (5 levels above grade levels and 2 levels below grade). The five-story parking structure contains approximately 707 vehicle parking spaces. There is one vehicle driveway (providing entrance and exit) on the southern boundary along 7th Street at the T-

Mitigated Negative Declaration

intersection with Normandie Avenue and one driveway (providing entrance and exit) along 7th Street, just south of the 3440 Wilshire building.

The mixed-use project will include**:** (i) 640 apartment units (441 studio units and 199 2-bedroom units); (ii) 10,738 square feet of commercial floor area (5,538 square feet of retail area and 5,200 square feet of restaurant area [3,700 square feet with 138 indoor and outdoor patio seats of high-turnover restaurant and 1,500 square feet with 68 indoor and outdoor patio seats of fast-food restaurant]); (iii) 1,921 vehicle parking spaces (consisting of 500 residential and 714 commercial spaces and 707 existing spaces to remain**)**.

The Project would involve demolishing the existing three-story parking structure, constructing two commercial kiosks (one 1,073 square foot, 16 foot in height kiosk along Irolo Street and one 805 square foot, 16 foot in height kiosk along the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue), and constructing a 23-story mixed-use building and a 28-story mixed-use building on top of a podium that is four stories above grade and two stories subterranean. The Project provides 500 residential (23 short-term and 477 long-term) and 1,340 commercial (5 short-term and 1,335 long-term) bicycle parking spaces, which complies with the requirements of the Bicycle Parking Ordinance.

There are 30 trees in the public right-of-way (sidewalk or called a street tree), of which one is a protected species and will not be removed. Of the 29 non-protected street trees, 19 trees would be removed and replaced. There are 29 trees on the private portion of the Project Site, none of which are protected species. Of these, 24 would be removed.

The amount of soils removed or exported would be 137,000 cubic yards.

The Project will require approval of the following discretionary actions: 1) Pursuant to Section 12.32.Q of the Los Angeles Municipal Code (the "**LAMC**"), a **Vesting Zone Change** for the Property from P and PB to C4; 2) Pursuant to Section 16.05 of the LAMC, **Site Plan Review** for a development that results in an increase of 50 or more dwelling units and/or guest rooms; 3) Pursuant to Section 12.24.W.1 of the LAMC, a **Master Conditional Use Permit** for the sale or dispensing of alcoholic beverages for onsite consumption; 4) Pursuant to LAMC 17.15 of the LAMC, a **Vesting Tentative Tract Map** to merge the existing lots and re-subdivide the Property as follows: 1) ground (master) lot with a lot area of 316,438 square feet; 2) residential (apartment) (airspace) with up to 640 residential units in up to 701,315 square feet of floor area; 3) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 2,360 square feet of commercial space; 4) parking (residential, commercial, office, and bike) (airspace); 5) existing 5-story parking structure (airspace); and 6) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 3,700 square feet of commercial space. 5) Any additional actions as may be deemed necessary or desirable, including but not limited to, grading, excavation, haul route, and building permits.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Department of City Planning	CAJA Environmental Services 15350 Sherman Way, Suite 315, Van Nuys, CA 91406	Central Plaza, LLC 3450 Wilshire Blvd. Suite 1200-115, Los Angeles, CA 90010

January 2020

MITIGATED NEGATIVE DECLARATION

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND APPENDIX G CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	10 - Wesson	January 2020

RESPONSIBLE AGENCIES

PROJECT TITLE / CASE NO.	RELATED CASES
3440 Wilshire Project / ENV-2016-3693-EAF	CPC-2016-3692-VZC-MCUP-SPR VTT-74602

PROJECT LOCATION

3440 Wilshire Boulevard, Los Angeles, California, 90010

APPLICANT NAME AND ADDRESS	PHONE NUMBER
Central Plaza, LLC 3450 Wilshire Boulevard, Suite 1200-115, Los Angeles, CA 90010	(213) 788-3307

PROJECT DESCRIPTION:

(For additional detail, see Attachment A).

ENVIRONMENTAL SETTING:

(For additional detail, see Attachment A).

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Yes, May 25, 2017

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology / Water Quality	☒ Transportation
☐ Biological Resources	☐ Land Use / Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities / Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology / Soils	☐ Population / Housing	☐ Mandatory Findings of Significance

DETERMINATION (to be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

IRIS WAN	CITY PLANNER
PRINTED NAME	TITLE
SIGNATURE	(213) 978-1397
	TELEPHONE NUMBER

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    a) The significance criteria or threshold, if any, used to evaluate each question; and

    b) The mitigation measure identified, if any, to reduce the impact to less than significance.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS					
Except as provided in Public Resources Code Section 21099, would the project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FOREST RESOURCES					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES					
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES					
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
VI. ENERGY					
Would the project:					
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS					

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii.	Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
iv.	Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
VIII. GREENHOUSE GAS EMISSIONS					
Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
IX. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i.	result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii.	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
iii.	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv.	impede or redirect flood flows?	☐	☐	☒	☐
d.	In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI. LAND USE AND PLANNING					
Would the project:					
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES					
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE					
Would the project result in:					
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING					
Would the project:					
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES					
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a.	Fire protection?	☐	☐	☒	☐
b.	Police protection?	☐	☐	☒	☐
c.	Schools?	☐	☐	☒	☐
d.	Parks?	☐	☐	☒	☐
e.	Other public facilities?	☐	☐	☒	☐
XVI. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVII. TRANSPORTATION					
Would the project:					
a.	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐
XVIII. TRIBAL CULTURAL RESOURCES.					
a.	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐
XIX. UTILITIES AND SERVICE SYSTEMS					
Would the project:					
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
XX. WILDFIRE					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, or other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associate infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.					
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

MITIGATED NEGATIVE DECLARATION

Attachment A – Project Description

This section is based on the following item, which is included as Appendix A to this MND:

A Plans, Callison RTKL, January 9, 2019.

1. Environmental Setting

a) Project Location

The Project Site is located at 3432-3470 West Wilshire Boulevard, 659-699 South Mariposa Avenue, 3265-3287 West 7th Street, and 666-678 South Irolo Street, Los Angeles, California 90005/90010 in the Wilshire Community Plan (Project Site or Site). The Project Site is bounded on the north by Wilshire Boulevard, on the west by Irolo Street, on the south by 7th Street, and on the east by Mariposa Avenue.

The Project Site is approximately 1.65 miles north of the Santa Monica (I-10) Freeway, approximately 1.3 miles south of the Hollywood (US-101) Freeway, and approximately 2.1 miles west of the Harbor (I-110) Freeway. Wilshire and Irolo Street (south)/Normandie Avenue (north) provide local access.

See **Figure 1, Regional Map**, for the location of the Project within the context of the City.

See **Figure 2, Aerial Map**, for an aerial view of the Project Site and the immediate surrounding area.

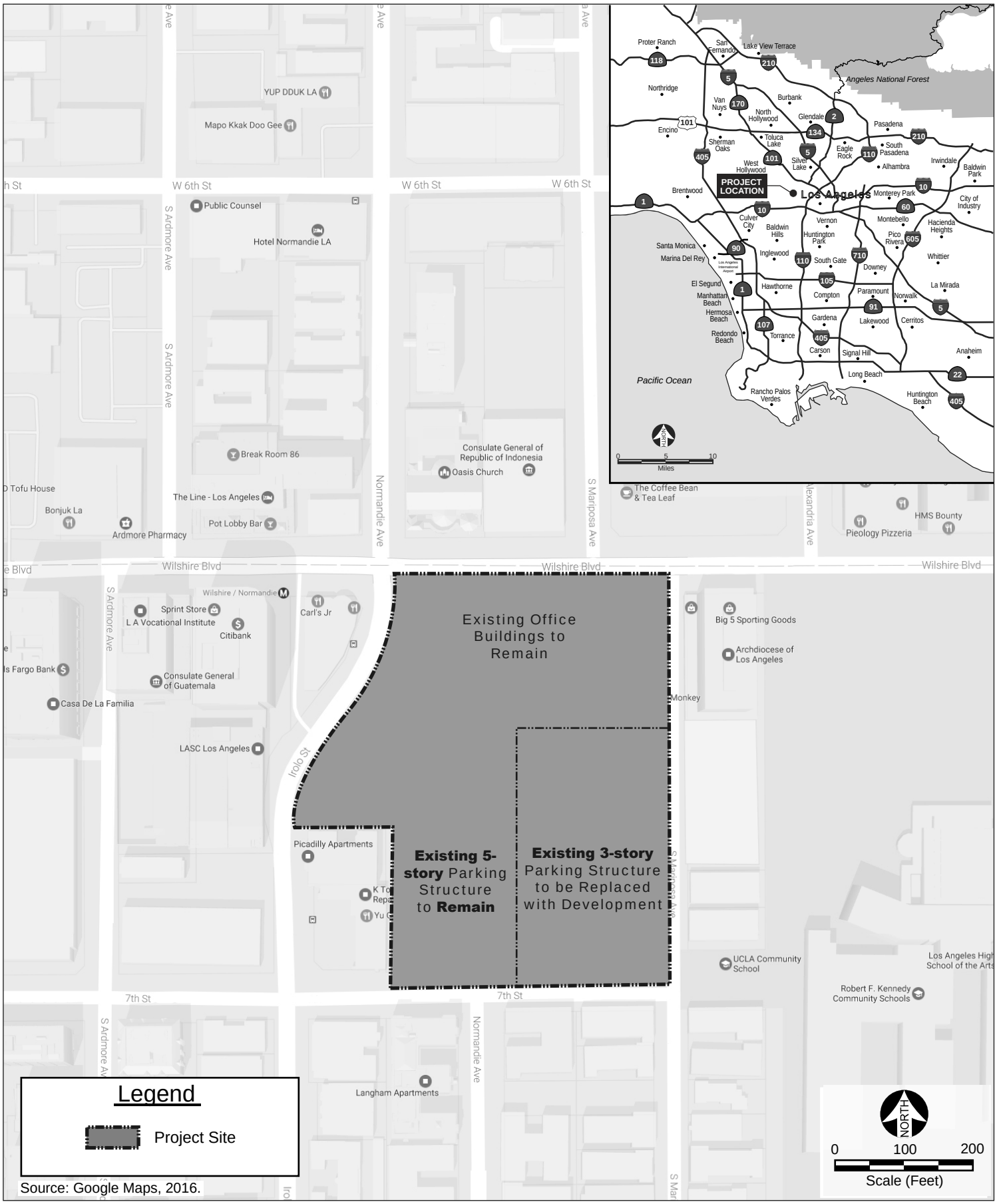
The Project Site is approximately 3 miles west of the Downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. The Project Site is located within the Wilshire Community Plan (Community Plan) and Koreatown area of Los Angeles. The majority of the Community Plan consists of gently sloping plains and includes about 8,954 acres (about 14 square miles), which is approximately 3 percent of the total land in the City of Los Angeles. The Community Plan is often referred to 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 Community Plan is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west.

The Community Plan area is surrounded by the City of Los Angeles community plan areas of Hollywood to the north; South Central Los Angeles and West Adams Leimert-Baldwin Hills to the south; Silver Lake-Echo Park and Westlake to the east; and West Los Angeles to the west. The plan area is generally southwest of the Hollywood Freeway (U.S. 101), which is oriented northwest-southeast across the northeast corner of the Plan Area at Vermont and Rosewood

Avenues. The Hollywood Freeway is the only freeway within the Community Plan area. The Harbor Freeway (I-110) is located one mile to the east; the Santa Monica Freeway (I-10) is located one mile to the south; and the San Diego Freeway (I-405) is approximately five miles to the west of the Community Plan boundaries.

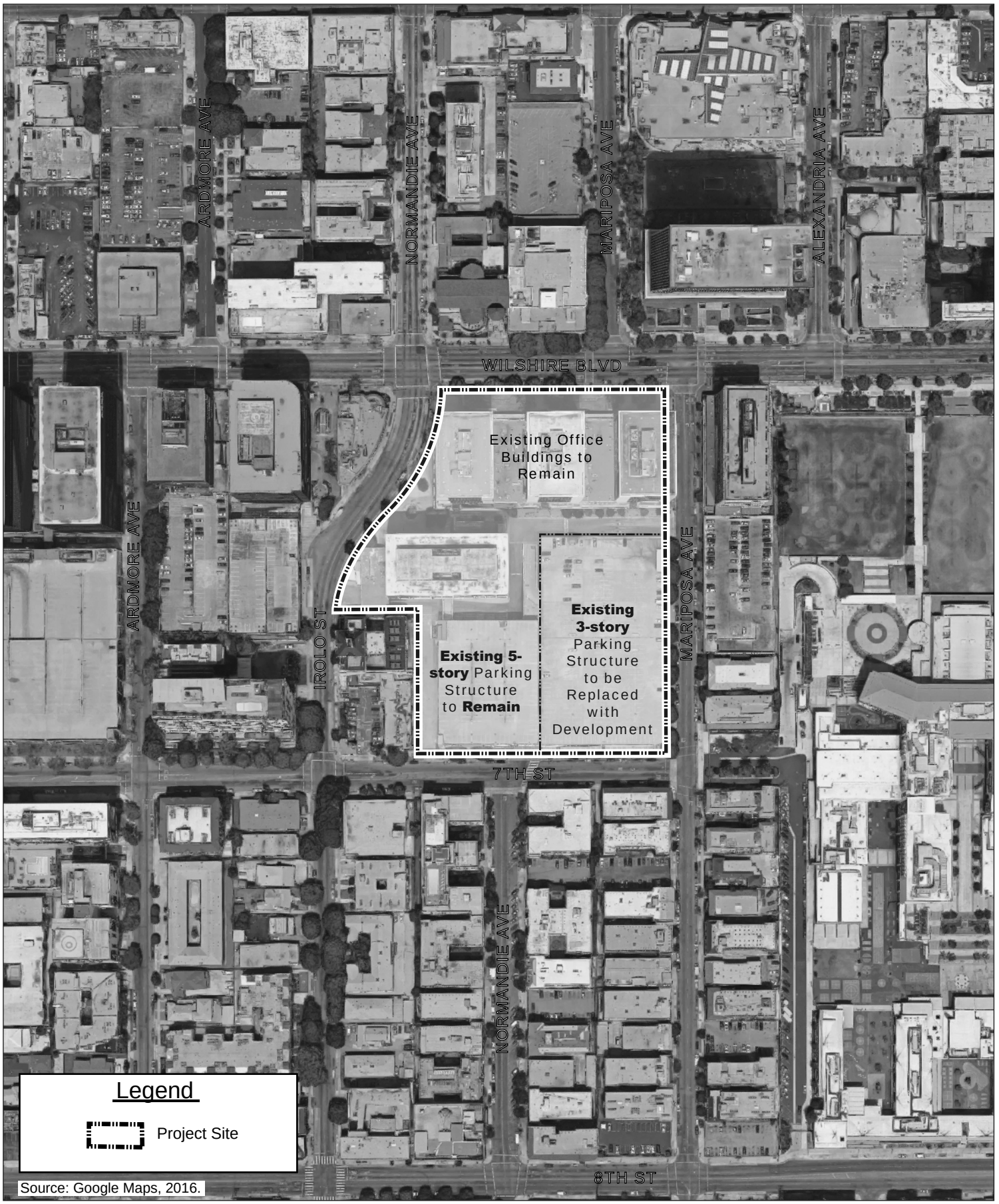
The Metro Red and Purple subway lines also serves the Community Plan, running along portions of Wilshire Boulevard and Vermont Avenue. The Community Plan Area has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards including Wilshire, Pico, La Cienega, Western and Vermont. The Community Plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center. The street pattern in the Community Plan area is primarily a grid. Most of the street network is oriented on primary compass points with few exceptions. Notably, south of Wilshire Boulevard and west of Wilton Place, the street grid shifts uniformly towards a northeast/southwest alignment, while east/west streets shift somewhat to a northwest/southeast orientation. Wilshire Boulevard between Hoover Street and Western Avenue includes a substantial number of high and mid-rise buildings, generally with minimal setbacks or setbacks that increase the sidewalk width along the boulevard and some with ground floor shops and services. This highly urbanized section of the boulevard experiences considerable pedestrian activity and is supported by Metro Purple Line subway service. The Wilshire Center Regional Commercial Center is approximately 100 acres in size and includes the Project Site. It includes a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings.[1]

1 Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf



CAJA Environmental Services, LLC

Figure 1
Regional Map



CAJA Environmental Services, LLC

Figure 2
Aerial Map

b) Existing Conditions

The Project Site is currently developed with the following uses:

- Four commercial office buildings with ground floor retail uses that front West Wilshire Boulevard and South Irolo Street (Existing Office Buildings). The Existing Office Buildings contain approximately 760,456 feet of commercial uses.

- Three-story parking structure along Mariposa to the corner with 7th Street (3 levels above grade levels and 1 level below grade). The existing three-story parking structure contains approximately 1,191 vehicle parking spaces. There is one vehicle driveway (providing entrance and exit) on the eastern boundary along Mariposa, just north of 7th Street Normandie Avenue. There is also access to the structure from internal private roadways within the Site, which is provided from Irolo Street.

- Five-level parking structure along 7th Street (5 levels above grade levels and 2 levels below grade). The five-story parking structure contains approximately 707 vehicle parking spaces. There is one vehicle driveway (providing entrance and exit) on the southern boundary along 7th Street at the T-intersection with Normandie Avenue and one driveway (providing entrance and exit) along 7th Street, just south of the 3440 Wilshire building.

No residential units exist on the Project Site.

See **Table A-1, Existing Uses**, for the list of uses and their status after the Project.

Table A-1
Existing Uses

Address	Use	Size	Building	Status
3440, 3450 3460, 3470 Wilshire	Office and Retail	760,456 sf	Three 12 story and one 11 story buildings	To Remain
7th Street	Parking	707 spaces	5 stories (5 levels above grade levels and 2 levels below grade)	To Remain
Mariposa Avenue	Parking	1,191 spaces	3 stories (3 levels above grade levels and 1 level below grade)	To Be Removed
Plans, Callison RTKL, January 9, 2020.				

c) Planning and Zoning

The Project Site's assessor parcel number (APN), zoning, and land use designation are listed on **Table A-2, Project Site**.

The Site currently consists of 6 subdivided lots and a non-subdivided remainder.[2] The Project is requesting a Vesting Tentative Tract to merge the existing lots and re-subdivide the Site into 6

[2] The 6 lots are labeled 93, 94, 95, 96, 97, and 98. NE ¼ SEC 25 T1S R14W is not a lot but a section per the California Township and Range map, i.e. a non-subdivided piece of land.

lots:[3]

1) ground (master) lot with a lot area of 316,438 square feet;

2) residential (apartment) (airspace) with up to 640 residential units in up to 701,315 square feet of floor area;

3) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 2,360 square feet of commercial space;

4) parking (residential, commercial, office, and bike) (airspace);

5) existing 5-story parking structure (airspace); and

6) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 3,700 square feet of commercial space.

The Project Site is subject to the following zoning information (ZI):

- ZI-1940 Wilshire Center / Koreatown Redevelopment Project
- ZI-1117 MTA Project
- ZI-2410 Metro Westside Subway Extension Project
- ZI-2374 Los Angeles State Enterprise Zone
- ZI-2458 Transit Priority Area in the City of Los Angeles

Table A-2
Project Site

Lots	Address	APN	Zone	General Plan Land Use	Size (sf)
NE ¼ Sec25 T1S R14W[1]	3432-3442 W. Wilshire Boulevard, 659-669 S. Mariposa Avenue, 3265 W. 7th Street	5094-002-011, -013, -015, -017, -019, -020	C4-2 PB-2	Regional Center Commercial	103,873.7
	3440-3470 W. Wilshire Boulevard, 3281-3287 W. 7th Street		C4-2 PB-2 P-2		192,435.9
93	None		C4-2		1,352.4
94	678 S. Irolo Street				6,633.4
95	674 S. Irolo Street				5,425.3
96	670 S. Irolo Street				4,760.4
97	666-668 S. Irolo Street				2,834.4
98	None				880.5

[1] NE ¼ SEC 25 T1S R14W is not a lot but a section per the California Township and Range map, i.e. a non-subdivided piece of land.
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, July 2019.

3 VTTM No. 74602, August 15, 2019.

d) Public Transit

LA County Metro Lines 20, 206, and Rapid 720 serve the Project Site at Irolo and Wilshire. Metro Purple Line subway has a station stop at Wilshire and Normandie, approximately 450 feet northwest of the Project Site.

e) Surrounding Land Uses

The land uses within the general vicinity of the Project Site are characterized by a mix of low- to medium-intensity residential, commercial, and mid-rise office buildings, which vary widely in building style and period of construction.

North: Properties to the north across Wilshire Boulevard are designated with Regional Center Commercial and are zoned C4-2. Uses include the Wilshire Christian Oasis Church (634 Normandie), Consulate General of Indonesia (3457 Wilshire), and a mid-rise office building (3435 Wilshire).

East: Properties to the east across Mariposa Avenue are designated with Regional Center Commercial land uses and are zoned C4-2 and R5-2. Uses include a mid-rise office building (3424 Wilshire), 3-level parking structure (684 Mariposa), two-story multi-family residential building (662 Mariposa), and 2-story multi-family residential building (688 Mariposa), and the UCLA Lab School (700 Mariposa).

South: Properties to the south across 7th Street are designated with Regional Center Commercial land uses and are zoned R5-2. Uses include several multi-family residential buildings (5-story building on 701 Mariposa, 5-story building on 706 Normandie, 7-story building on 715 Normandie, and 3-story building on 700 Irolo).

West: Properties to the west immediately adjacent to the Project Site are designated with Regional Center Commercial and land uses and are zoned R5-2 and (T)(Q)C4-2. Uses include a 2-story commercial center with retail and restaurants (698 Irolo) and 7-story Picadilly Apartments multi-family residential building (682 Irolo).

2. Project Description

a) Project Overview

The mixed-use project will include:

(i) 640 apartment units (441 studio units and 199 2-bedroom units) with 5% (32 units) affordable (considered Moderate Income, using the State's level of affordability and Los Angeles Housing Community Investment Department's schedule of rents for Moderate Income units)

(ii) 10,738 square feet of commercial floor area (5,538 square feet of retail area and 5,200 square feet of restaurant area [3,700 square feet with a total of 138 indoor and outdoor patio seats of high-turnover restaurant and 1,500 square feet with a total of 68 indoor and outdoor patio seats of fast-food restaurant])[4]

(iii) 1,921 vehicle parking spaces

The Project would involve demolishing the existing three-story parking structure, constructing two commercial kiosks (one 1,073 square foot, 16 foot in height kiosk along Irolo Street and one 805 square foot, 16 foot in height kiosk along the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue), and constructing a 23-story mixed-use building and a 28-story mixed-use building on top of a podium that is four stories above grade and two stories subterranean.

The 23-story mixed-use building will include 279 apartment units, rooftop amenities, and commercial space (Tower 1) located on the east portion of the Site, fronting Mariposa.

The 28-story mixed-use building will include 361 apartment units, rooftop amenities, and commercial space (Tower 2) located on the south portion of the Site, fronting 7th.

Tower 1 and Tower 2 will share a podium with amenity space and four stories of above-grade and two stories of below-grade parking (Podium).

Building plans for each level, elevations, and renderings are shown in **Appendix A** to this MND. See **Table A-3, Project Summary.**

Table A-3
Project Summary

Use	Quantity	Size (sf)
Residential	640 units	701,315
Commercial		10,738
Total		**712,053**
Plans, Callison RTKL, January 9, 2020.		

(1) Floor Area and Density

The Project Site lot area is 320,534 square feet (or 7.3 acres) and the Project Site lot area less dedication is 316,438 square feet (7.26 acres).[5] The allowable floor area ratio (FAR) is 6:1 (1,898,520 square feet).

The existing office floor area of 760,456 square feet would remain. The Project would include an additional 712,053 square feet (10,738 square feet commercial and 701,315 square feet

4 In addition, 900 square feet of patio space is associated with the high turnover restaurant and 500 square feet of patio space is associated with the fast-food restaurant. This is not counted for floor area. However, for a conservative analysis, the traffic study and air quality modeling take into account this additional space.

5 Plans, Callison RTKL, January 9, 2020.

residential). The total proposed FAR would be 4.65:1.

(2) Height

Height District 2 regulates permitted FAR but does not prescribe a height limit.

Tower 1 will be 23 stories (282 feet).

Tower 2 will be 28 stories (332 feet).

b) Design and Architecture

The Project would appear as an integrated structure (common podium and deck) with two towers, with articulation and variation created by the massing of individual components. Parking spaces within the building, ground level commercial uses and residential units located within the building have been integrated into the overall architectural theme of the Project to create a modern appearance. Overall variation in building appearance is created with the use of various materials and massing of the ground level uses, the placement of residential units along the perimeter of the Podium, the landscaped ground floor, and the transition of the first floor commercial to upper level residential.

The Project is similar in size and scale to multi-story structures in the vicinity of the Project Site. The Existing Office Buildings at 3440 Wilshire (within the Project Site) has three 12-story buildings and one 11-story building. 3424 Wilshire (100 feet east of the Site) is a 13-story office building. 3435 Wilshire (450 feet north) is a 28-story office building. 691 Irolo (450 feet west of the proposed building footprint) is a 21-story residential building. 3530 Wilshire (375 feet from the proposed building footprint) is an 18-story office building.

The above-grade parking levels in the podium would be enclosed and mechanically ventilated. The shielding of the structure would consist of the following materials:

- Metal panels and glass fiber reinforced concrete on the interior-facing side (pedestrian walkway); and
- Frosted glass (100% opaque) on the street-facing sides (Mariposa and 7th).

c) Open Space

Table A-4, Open Space, provides the amount of required and provided open space.

The Project may provide up to 25% of total required open space as indoor open space, per LAMC Section 12.22 G.2(a)(4). This, 25% of 68,975 square feet would be 17,243 square feet of indoor common open space.

The Project would provide 17,835 square feet common indoor open space, which meets the requirement of 17,243 square feet, and provides an additional 592 square feet more than the maximum that qualifies.

Table A-4
Open Space

Use	Amount (units)	Rate	Total (sf)
Amount Required			
Units < 3 habitable rooms	441	100 sf / unit	44,100
Units = 3 habitable rooms	199	125 sf / unit	24,875
Units > 3 habitable rooms	0	175 sf / unit	0
		Total Required	**68,975**
		Total Indoor Space (maximum 25% qualifies)	**17,243**
Amount Provided			
Outdoor Open Space			
Level 5 Amenity Deck			17,882
Roof			8,000
Private Balcony	517	50 sf / unit	25,850
		Total Outdoor Provided	**51,732**
Indoor Open Space			
Level 1 Lobby			4,475
Level 5 Gym and Amenity Lounges			4,785
Roof Level Amenity			8,575
		Total Indoor Provided	**17,835**
		Total Provided	**69,567**
		Total In Excess	**592**

In square feet. Per LAMC Section 12.21 G.2.
When calculating open space under the Planning Code, kitchens are not considered a habitable room. (LAMC definition of Room, Habitable, at Sec. 12.21.)
LAMC 12.22 G.2(a)(4), limiting indoor common space to 25% of the required open space total: Recreation rooms at least 600 square feet in area for a development of 16 or more dwelling units, or at least 400 square feet in area for a development of fewer than 16 dwelling units, may qualify as common open space, but shall not qualify for more than 25 percent of the total required usable open space.
Plans, Callison RTKL, January 9, 2020.

d) Access, Circulation, and Parking

(1) Access and Circulation

The Project Site currently has five vehicular driveways that provide access to the existing uses on the Site:

- Two full access driveways are located on Mariposa Avenue.
- Two full access driveways are located on 7th Street.
- One full access driveway is located on Irolo Street.

With the Project, the southern driveway on Mariposa Avenue (just north of 7th Street) will be closed permanently (it serves only the 3-story parking structure that is proposed to be removed), leaving the Project Site with four driveways to service the property. The residents will primarily use the Mariposa Avenue driveway and eastern 7th Street driveway, but all other land uses on the Project Site will have access to use each of the driveways, similar to the existing Site access.

Inbound and outbound vehicular access will be provided by two 2-way driveways on Mariposa Boulevard:

- Northern driveway between the existing office and new building would provide access to commercial parking. This is an existing driveway that will remain

- Southern driveway along the new building would provide access to residential parking. This will be a new driveway.

Commercial loading area will be located on south boundary of the Project Site, with vehicular entrance along 7th Street.

The loading areas for the Project uses will be located in the new parking structure on Level 1 and will be accessible from the Mariposa Avenue driveway.

(2) Vehicle Parking

Table A-5, Vehicle Parking, provides the amount of required and provided parking.

Table A-5
Vehicle Parking

Use	Amount (size)	Rate	Total spaces
Amount Required			
Residential < 3 habitable rooms	441 units	1 per unit	441
Residential = 3 habitable rooms	0 units	1.5 per unit	0
Residential > 3 habitable rooms	199 units	2 per unit	398
		Subtotal	**839**
		Bicycle Reduction (15% Residential)	-125
		Total Residential Required	**714**
New Commercial	10,738 sf	1 per 500 sf	21
Existing Commercial to remain	760,456 sf	1 per 500 sf	1,521
		Subtotal	**1,542**
		Bicycle Reduction (21.7% Commercial)[1]	-335
		Total Existing Commercial Required	**1,207**
		Total Required	**1,921**
Amount Provided			
		New Construction (714 residential and 500 commercial spaces)	**1,214**
		Existing Construction	**707**
		New Construction	**1,921**

[1] Maximum reduction allowed is 30%.
Per LAMC Section 12.21 A.4.P.1 and LA Bicycle Parking Ordinance.
Under the Planning Code, kitchens must be counted as a habitable room when calculating automobile parking. (LAMC definition of Room, Habitable at Sec. 12.03.)
Plans, Callison RTKL, January 9, 2020.

(3) Bicycle Parking

LAMC Section 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces. Short term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

Table A-6, Bicycle Parking, provides the amount of required and provided parking.

As permitted by the Los Angeles Municipal Code, the Project would reduce the required vehicular parking by providing the requisite amount of bike parking at a ratio of 4:1. The residential portion is reducing is vehicle parking by 125 spaces, and providing 500 (125 x 4) bicycle parking spaces as replacement. The commercial portion is reducing its vehicle parking by 2 spaces (new commercial) and 333 spaces (existing commercial) and providing 8 (2 x 4) and 1,332 (333 x 4) bicycle parking spaces as replacement, respectively. Additionally, the Project is required to provide 258 residential bicycle parking and 10 commercial bicycle parking spaces. Therefore, the Project would provide the following:

- residential bike parking: 500 spaces (23 short-term and 477 long-term)
- commercial bike parking: 1,340 parking (5 short-term and 1,335 long-term)

Table A-6
Bicycle Parking

	Rate	Required	Provided
Residential			
Short-term			
1-25	1 space / 10 units	2.5	2
26-100	1 space / 15 units	5	5
101-200	1 space / 20 units	5	5
201+	1 space / 40 units	11	11
Subtotal Residential Short-term		**23**	**23**
Long-Term			
1-25	1 space / unit	25	25
26-100	1 space / 1.5 units	50	50
101-200	1 space / 2 units	50	50
201+	1 space / 4 units	110	110
Subtotal Residential Long-term		**235**	**235**
Residential auto replacement (125 x 4)		**500**	**500 (23 + 477)**
		Total Residential	**500**
Commercial			
Short-term			
	1 space / 2,000 sf	5	5
Long-Term			
	1 space / 2,000 sf	5	5
Existing Commercial auto replacement (333 x 4)			**1,332**
Proposed Commercial auto replacement (2 x 4)			**8**
		Total Commercial	**1,340 (5 + 1,335)**
Total Bicycle Provided			**1,840 (28 + 1,812)**
Per LAMC Section 12.21.A.4.P.1 and LAMC Section 12.21 A. 16 (a)(1)(i). Plans, Callison RTKL, January 9, 2020.			

e) Landscaping

There are 30 trees in the public right-of-way (sidewalk or called a street tree), of which one is a protected species and will not be removed. Of the 29 non-protected street trees, 19 trees would be removed and replaced. There are 29 trees on the private portion of the Project Site, none of

which are protected species. Of these, 24 would be removed.[6] See **Table A-7, Trees**.

Table A-7
Trees

Trees	Existing Trees		To Be Removed		To Remain	
	Non-Protected	Protected	Non-Protected	Protected	Non-Protected	Protected
Public Right-of-way	29	1	19	0	10	1
On-Site	29	0	24	0	5	0
Tree Report, Harmony Gardens, Inc., September 22, 2016.						

Any tree removal will comply with the City's Tree Replacement Program (Urban Forestry Division, Bureau of Street Services for the street tree).

The Project is required to provide 160 trees onsite (per 0.25 trees per dwelling unit). The Project would meet this requirement.

f) Lighting and Signage

Project Site signage would include building identification, wayfinding, and security markings. Commercial and residential signage would be similar to other signage in the Project vicinity and no off-site signage is proposed.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting would be integrated into the overall architectural and landscape themes for the Project.

The Project would also comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses.

g) Site Security

The Project would provide an extensive security program to ensure the safety of its residents, commercial operations and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and plaza areas; staff training in safety and sound security policies; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems.

h) Sustainability Features

The Project will comply with the 2017 Los Angeles Green Building Code (LAGBC),[7] which builds

6 Tree Report, Harmony Gardens, Inc., September 22, 2016.

upon and sets higher standards than those in the 2016 California Green Building Standards Code (CalGreen, effective January 1, 2017).[8]

Further considerations regarding energy efficiency and sustainability include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and provisions for electric vehicle charging.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors. The Project would also promote bicycle transportation by replacing some of the required vehicle parking with bicycle parking spaces pursuant to LAMC section 12.21 A.4.

i) CEQA Guidelines Appendix F

In accordance with CEQA Guidelines Appendix F, the Mitigated Negative Declaration (MND) provides further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project will also be analyzed. In addition, while development of the Project would not be anticipated to cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines, further analysis of the Project's consistency with Appendix F will also be provided in the MND.

j) Anticipated Construction Schedule

The estimated construction schedule is shown in **Table A-8, Construction Schedule**. Construction of the Project is anticipated to begin in January 2022 and will be constructed in two phases:

- Phase I –Tower 1 construction with parking under tower (January 2022– January 2024)
- Phase II –Tower 2 construction with parking under tower (June 2024 – January 2026)

The Project could be completed in 2026.[9]

Demolition will remove an existing 3-story parking garage (266,571 square feet).

The amount of soils removed or exported would be 137,000 cubic yards (cy).[10]

It is anticipated that the demolition and construction debris will be transported to the Sunshine Canyon Landfill in Sylmar. The estimated route is 30 miles and will generally include: Wilshire Boulevard to Rampart, to the US-101 North.

7 LA Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building

8 California Building Codes: http://www.bsc.ca.gov/Codes.aspx

9 Page 4, Transportation Impact Analysis, Fehr & Peers, August 2018.

10 Client provided information, June 2017.

The soil export will go to the Irwindale Pit. The estimated route is 30 miles and will generally include: Wilshire Boulevard to Rampart, to the US-101 South. The routes avoids residential neighborhoods, and uses the largest capacity roads and nearest direct route to the freeway.

Table A-8
Construction Schedule

Phase	Tower 1		Tower 2	
	Scheduled	Length	Scheduled	Length
Demolition	Jan 2022 – March 2022	2 months	Under Tower 1	
Site Prep	Within demolition		Under Tower 1	
Grading	March 2022 – June 2022	3 months	Under Tower 1	
Construction	June 2022 – January 2024	19 months	June 2024 – January 2026	19 months
Architectural Coatings	August 2023 – January 2024	5 months	August 2025 – January 2026	5 months
Construction schedule, including start, end, and duration dates are estimates only. Client provided information, September 2018.				

k) Requested Permits and Approvals

The Project will require approval of the following discretionary actions:[11]

1. Pursuant to Section 12.32.Q of the LAMC, a **Vesting Zone Change** for the Property from P-2 and PB-2 to C4-2

2. Pursuant to Section 16.05 of the LAMC, **Site Plan Review** for a development that results in an increase of 50 or more dwelling units and/or guest rooms

3. Pursuant to Section 12.24.W.1 of the LAMC, a **Master Conditional Use Permit** for the sale or dispensing of alcoholic beverages for onsite consumption

4. Pursuant to LAMC 17.15 of the LAMC, a **Vesting Tentative Tract Map** to merge the existing 6 lots and re-subdivide the Property as follows:

   1) ground (master) lot with a lot area of 316,438 square feet;

   2) residential (apartment) (airspace) with up to 640 residential units in up to 701,315 square feet of floor area;

   3) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 2,360 square feet of commercial space;

   4) parking (residential, commercial, office, and bike) (airspace);

   5) existing 5-story parking structure (airspace); and

   6) commercial (retail) (airspace) with an allocation of two commercial condominiums comprising up to 3,700 square feet of commercial space.

11 Project representative, November 2016.

5. Any additional actions as may be deemed necessary or desirable, including but not limited to, grading, excavation, haul route, and building permits

Pursuant to various sections of the LAMC, the Applicant would request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, building and tenant improvements.

This MND is intended to be the primary reference document in the formulation and implementation of a mitigation monitoring program for the Project. This MND is also intended to cover all federal, State, regional and/or local government discretionary approvals that may be required to develop the Project, whether or not they are explicitly listed above.

MITIGATED NEGATIVE DECLARATION

Attachment B – Explanation of Checklist Determination

I. Aesthetics

The section is based in part on the following items, included as Appendix B of this MND:

B Shade Study, Callison RTKL, May 2017.

In September 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 adds Public Resources Code (PRC) Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an infill site as 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. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The City has issued Zoning Information File 2452 (ZI 2452) regarding aesthetic and parking impacts for specified projects located in a transit priority area. ZI 2452 summarizes the provisions of SB 743 and specifies that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts as defined in the City's CEQA Thresholds Guide shall not be considered an impact for infill projects within transit priority areas. Under ZI 2452, a project shall be considered within a transit priority area if all parcels within the project site have no more than 25 percent of their area farther than one-half mile from a major transit stop and if not, more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from a major transit stop. ZI 2452 also includes a map showing the transit priority areas in the City.

The Project contains multiple uses, including residential, commercial and retail.[1] The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.[2] As described in the Project Description, the Project Site is currently developed with office buildings and parking structures. The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.[3] The Project Site is within approximately 450 feet east of the Metro Purple Line Wilshire and Normandie Station, (which is a major transit stop) and Metro Line 20. See **Table B.1-1, Transit Priority Analysis**.

Therefore, pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts shall not be considered a significant impact on the environment as a matter of law.[4] Nevertheless, notwithstanding the mandate imposed by SB 743 and ZI 2452, the following aesthetics analysis is provided for informational purposes only.

Table B.1-1
Transit Priority Analysis

Line	Direction	# Trips	Total Trips	Average Frequency	Qualifies?
Metro Purple Line	Eastbound	Every 10 minutes	Every 10 minutes		Yes
		Every 10 minutes	Every 10 minutes		
	Westbound	Every 10 minutes	Every 10 minutes		
		Every 10 minutes	Every 10 minutes		
Metro 20	Eastbound	14 AM Peak Hours trips	36	11.66 minutes	Yes
		22 PM Peak Hours trips			
	Westbound	18 AM Peak Hours trips	38	11.05 minutes	
		20 PM Peak Hours trips			

Peak Periods are considered to be between 6:00 to 9:00 AM (180 minutes) and 3:00 to 7:00 PM (240 minutes) for a total of 420 minutes. Bus routes must have a service frequency of 15 minutes or less for the entire duration of the peak hour periods.
To determine the eligibility of the bus line, the average number of minutes per trip for each direction is calculated separately. If one or both directions fail to meet the 15 minute frequency limit, the entire bus line is ineligible for a Major Transit Stop designation.
The total number of trips from the point of origin during peak hours (Monday to Friday) is used. A trip is included if its median time falls within the peak hour.
To calculate the median time, the time at trip origin is subtracted from the time at arrival at final station, divided by two, and then added to origin time.
The total peak hour time (420 minutes) is then divide by the number of trips for the average number of minutes per trip.
CAJA Environmental Services, September 2018.

1 LAMC Section 12.03.
2 California Public Resources Code Section 21099(a)(4)
3 California Public Resources Code Section 21099(a)(7) and PRC Section 21155: a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.
4 ZI 2452 states that "A project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the major transit stop and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the major transit stop."

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact.

A significant impact would occur if a project introduced incompatible scenic elements within a field of view containing a scenic vista or substantially block views of an existing scenic vista. The Project Site is in a relatively flat area of Wilshire Center along a commercial corridor (Wilshire) and adjacent to residential uses (south of 7th Street). Other north/south streets are densely populated with multifamily residential neighborhoods. The existing visual character of the surrounding locale is highly urban and the Project Site is not located within or along a designated scenic highway, corridor, or parkway. The Project Site is located within a densely developed urban area. Views in the vicinity of the Project Site are largely constrained by the existing structures on the Project Site and structures on adjacent parcels.

No scenic or natural setting views are visible due to the dense urban uses. In addition, CEQA is only concerned with public views with broad access by persons in general, not private views that will affect particular persons.[5] Urban features that may contribute to a valued aesthetic character or image include: structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc. There are no tall features on the Project Site from which scenic vistas may be obtained or which make up part of the scenic landscape of the surrounding community.

At the street level, views in all directions are largely constrained by structures on adjacent parcels. Wilshire provides the major east-west view corridor. From the public sidewalks, there are views of the mid-rise buildings along Wilshire. Views north and south are unremarkable showing the existing urban environment. These views would not be substantially affected by the Project buildings which would be comparable in height and size as the existing office buildings at the Project Site and the adjacent mid-rise buildings at 3420 Wilshire and 3435 Wilshire.

There are 12-story buildings at the Project Site, as well as a 13-story building at 3420 Wilshire and 30-story building at 3435 Wilshire, all located within one block of the Project Site. The approximate height of the proposed buildings (23-story and 28-story buildings) would be similar to other structures in the area, but there are no height restrictions. Height District 2 regulates permitted FAR but does not prescribe a height limit. No designated scenic vistas in the local area would be impeded by the construction, and the Project will not substantially block any

5 Obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact. (See *Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist*.,(2004) 116 Cal.App.4th 396, . 402 [that a project affects "only a few private views" suggests that its impact is insignificant]; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 447, 492-493 (as modified in 120 Cal.App.4th 590a) [distinguishing public and private views; "[u]nder CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons"].

scenic vistas. **As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."**

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?

No Impact.

A significant impact would occur only if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway. There are no identified scenic resources such as rock outcroppings located on-site. The Project Site is not located within or along a designated scenic highway, corridor, or parkway. The Pacific Coast Highway (State Route 1) is an "Eligible State Scenic Highway – Not Officially Designated", and is approximately 10 miles west of the Project Site. [6] State Route 1 is not visible from the Project Site. The Project Site is not within a scenic highway.[7]

There are 30 trees (street trees) in the public right-of-way (sidewalk, of which one is a protected species and will not be removed. A map is included in the Tree Report, included as an appendix to this MND. Of the 29 non-protected street trees, 19 trees would be removed. There are 29 trees on the Project Site, none of which are protected species. Of these, 24 would be removed.[8] All removed trees will be replaced in accordance with the requirements of the LAMC.

Analysis of the potential impacts to historical resources has found that the Project will insert substantial new construction on land that was currently occupied by a three-story parking structure. The proposed new construction, however, will not result in substantial adverse changes that reduces the integrity or significance of historic resources either adjacent to or in the near vicinity of the Project Site.[9] The parking area is not a historic resource. Therefore, the Project would result in a less than significant impact under CEQA. **As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."**

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact.

The Project Site is located in an urbanized area.

6 California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
7 http://planning.lacity.org/documents/policy/mobilityplnmemo.PDF
8 Tree Report, Harmony Gardens, Inc., September 22, 2016.
9 Historic Resources Technical Report, Historic Resources Group, November 2018.

The Project Site is approximately 3 miles west of the Downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. The Project Site is located within the Wilshire Community Plan (Community Plan) and Koreatown area of Los Angeles. The majority of the Community Plan consists of gently sloping plains and includes about 8,954 acres (about 14 square miles), which is approximately 3 percent of the total land in the City of Los Angeles. The Community Plan is often referred to 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 Community Plan area is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west. The Community Plan area is surrounded by the City of Los Angeles community plan areas of Hollywood to the north; South Central Los Angeles and West Adams Leimert-Baldwin Hills to the south; Silverlake-Echo Park and Westlake to the east; and West Los Angeles to the west. The Community Plan area is generally southwest of the Hollywood Freeway (U.S. 101), which is oriented northwest-southeast across the northeast corner of the Plan Area at Vermont and Rosewood Avenues. The Hollywood Freeway is the only freeway within the Wilshire plan area. The Harbor Freeway (I-110) is located one mile to the east; the Santa Monica Freeway (I-10) is located one mile to the south; and the San Diego Freeway (I-405) is approximately five miles to the west of the Community Plan boundaries.

The Community Plan has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards including Wilshire, Pico, La Cienega, Western and Vermont. The Community Plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center Regional Commercial Center. The street pattern in the Wilshire area is primarily a grid. Most of the street network is oriented on primary compass points with few exceptions. Notably, south of Wilshire Boulevard and west of Wilton Place, the street grid shifts uniformly towards a northeast/southwest alignment, while east/west streets shift somewhat to a northwest/southeast orientation. Wilshire Boulevard between Hoover Street and Western Avenue includes a substantial number of high and mid-rise buildings, generally with minimal setbacks or setbacks that increase the sidewalk width along the boulevard and some with ground floor shops and services. This highly urbanized section of the boulevard experiences considerable pedestrian activity and is supported by Metro Purple Line subway service. The Wilshire Center Regional Commercial Center is approximately 100 acres in size. It includes a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings.[10]

Compatibility with Character of Surrounding Community

10 Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf

The Project will create a mixed-use residential and commercial development in the Wilshire Center area, which has multiple commercial uses, office uses, and restaurants. The Project retains the passive visual open space aesthetic of the existing Project Site by including pedestrian passageways and connections within the interior of the Project Site, including a large open space corridor between the Existing Office Buildings and the new buildings. The Project features ground floor retail designed to activate Mariposa and enhance the overall pedestrian experience. The Project has uses that would be similar to those already found in the area to provide additional synergy with patrons, customers, and visitors throughout the day and night. The residential use will respond directly to the market demand for high-quality accommodations. The Project will promote use of the currently under-utilized parcel (a parking structure), generating customer opportunities for the existing businesses in the area. The Project will be compatible with and complementary to the surrounding community because it would combine uses already found in the immediate area within the same parcel in physically separated buildings connected through pedestrian walkways. The Community Plan designates the area as Regional Center Commercial, which serves as a transition between the commercial corridor (Wilshire) and residential uses (south of the Project Site). A mixed-use development in a contemporary, visually integrated building would contribute to the characteristics of Wilshire Boulevard as a walkable, mixed-use urban district near the Metro Purple Line.

Architectural Style and Design

The Project Site is located in an urbanized and fully developed portion of the City. The built environment is characterized by a variety of architectural styles, age of buildings, type of developments, and size. The area is not a collection of buildings unified by size, scale, or design. Buildings in the area range in height with some along Wilshire Boulevard at 12-30 stories; have a wide variety of uses, including but not limited to stores, hotels, theaters, apartment buildings, banks and other financial institutions, social clubs, restaurants, and retail businesses; and have an eclectic assortment of architectural styles which extends from the vernacular to the highly ornamental. The area is characterized by a wide variety of building types and architectural styles, such as contemporary glass and steel structures for recently built residential mixed used towers, Moderne styles used for professional buildings and retail stores, Period Revival styles such as the Spanish Colonial Revival used for restaurants and hotels, and Exotic Revival styles used for theaters. Exterior cladding generally consists of stone, or a less substantial material meant to simulate stone such as terra cotta or scored plaster. The smaller buildings are typically of masonry construction and sheathed in stucco.

The Existing Office Buildings on the northern half of the Project Site would be retained and two new contemporary residential towers would be built in place of the existing three-story parking structure. The Project design would resemble contemporary modern styles with vertical elements, large glass facades, and multiple balconies. A space between the Tower 1 and Tower 2 would allow views into the central portion of the Project Site. The building layout, new building compositions, and material choice allow the existing office building to maintain its identity while integrating it into the overall new design of the Project Site. The Project will enhance the

surrounding streetscape by incorporating a new modern design across what is currently a parking structure. Therefore, the Project would not degrade the existing visual character or quality of the Project Site and its surroundings and impacts would be less than significant.

Other visual and aesthetic considerations

There will be landscaping around the Project Site at the ground floor level, on the podium deck (Level 5), and the roof of both towers. The Project would be landscaped according to LAMC Section 12.40 and 12.41.

During construction, construction walls and barriers would be erected to protect the Project Site from vandalism, which have the potential to attract unauthorized bills and postings. The Project shall comply with LAMC Section 91.6205, which regulates signage on construction barriers.

During operation, the Project would be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.

Overall, while the Project would change the visual character of the Project Site, the height of the proposed buildings, design, massing, and scale would be compatible with the existing urban uses that set the aesthetic character of the vicinity. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project Site or surrounding vicinity.

Based on the above, the Project would not conflict with applicable zoning and other regulations governing scenic quality. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact.

A significant impact may occur if a project were to introduce new sources of light or glare on or from the Project Site which would be incompatible with the area surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The Project Site and surrounding area are highly urbanized and contain numerous sources of nighttime lighting, including streetlights, security lighting, illuminated signage, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights. In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potentially reflective surfaces introduced by the Project include new windows at the Project Site and automobiles traveling and parked on streets in the vicinity of the Project Site.

As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."

Light

The surrounding area is illuminated by freestanding streetlights and lighting from the surrounding residential and commercial uses. Vehicle headlights from traffic on Wilshire Boulevard contribute to overall ambient lighting levels. The Project would create additional sources of illumination. The Site currently contains an existing office building with window illumination. There is existing security lighting as well.

The Project would construct two buildings and interior lighting through windows would increase as compared to the existing setting. Also the residential nature of the Project would create additional lighting into the night hours. The Project will provide illumination at street level for security. All security lighting on the upper levels will be shielded and focused on the Project Site and directed away from the neighboring land uses to the maximum extent feasible and consistent with safety requirements. In addition to increasing the ambient "glow" presently associated with urban settings and with this part of the City, Project-related light sources could potentially spill over and illuminate off-site vantages including adjacent streets and land uses.

The Project will include architectural features and facades with a low level of reflectivity. The ground floor commercial area will have low reflectivity to allow greater visual access into the building and appeal to a pedestrian aesthetic. Upper floor windows will be less visible to the pedestrian environment and will be suitably shielded to prevent visual trespass and allow privacy to the residential spaces. The parking levels will have a crash shield wall that will also shield headlights. As such, the Project will not result in a substantial amount of light that would adversely affect the day or night-time views in the Project vicinity. Though the Project will increase ambient light levels in the vicinity, the increase will not be substantial because the Project Site is located in an urbanized location in Wilshire Center Regional Commercial Center that is already illuminated at night, and the Project's lighting levels would be compatible with surrounding uses. Exterior lighting will be designed to confine illumination to the Project Site and off-site areas that do not include light-sensitive uses as required by the LAMC. This would ensue that lighting would be installed to minimize light trespass to off-site uses. **As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."**

Glare

Urban glare is largely a daytime phenomenon occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site, exterior building windows, and surfaces of brightly painted buildings in the project vicinity. Glare from

building facades include those that are largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset.

The Project includes an increase in window and building surfaces in comparison to the existing uses. This increase in surfaces will have the potential to reflect light onto adjacent roadways and land uses. However, the Project will limit reflective surface areas and the reflectivity of architectural materials used. The Project will not be an all-glass façade but instead will have facades that are broken up by the various articulation and balconies. The parking structure is wrapped and contained within the building, to provide a shield so that light from vehicles and building lighting does not project upwards. Glass that will be incorporated into the facades of the building will either be of low-reflectivity or accompanied by a non-glare coating as required by the Los Angeles Building Code. The Project will not result in a new source of substantial glare. The LAMC and Building Code would ensure that the building will not create substantial glare. Impacts as a result of glare generated by the Project will be less than significant. **In accordance with SB 743 and ZI 2452, impacts would not be considered significant.**

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by Project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have some reasonable expectations for direct sunlight and warmth from the sun. These land uses are termed “shadow-sensitive.” Shadow lengths are dependent on the height and size of the building from which they are cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

Winter and Summer Solstice

“Solstice” is defined as either of the two points on the ecliptic (i.e., the path of the earth around the sun) that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun’s apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23 1/2° of the arc. At winter solstice, about December 22, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. At the time of summer solstice, about June 22, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. Measuring shadow lengths for the winter and summer solstices represents the extremes of the shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year.

Screening Criteria

Would the project include light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast?

Thresholds of Significance

A project impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October).

Sensitive Uses

Sensitive uses include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

Sensitive uses in the area (to the northwest north, and northeast of the Project Site) include outdoor fields of the UCLA Community School to the northeast across Mariposa.

Shadow Analysis

The Project would be taller than 60 feet in height above the ground and would be located nearby shadow-sensitive uses. Shadows in the vicinity would be created by the proposed uses and the current adjacent uses.

The difference between the shadow coverage created by existing uses on adjacent uses, as compared with the Project uses determines whether the net change of the buildings on the Project Site create a significant impact. CEQA is concerned with the Project's impact on the environment, or the net change due to the Project. Environmental analyses net out the existing uses and take into account the surrounding existing uses that already are creating shadow impacts.

Summer Solstice

Appendix B contains the summer shadows figure, which projects the amount of shadow coverage at a specific location between 9 AM and 5 PM. The shadows cover the nearby school field at 2 PM. The Project would not create a shadow for more than 4 hours from 9 AM to 5 PM during the summer on a sensitive receptor. Moreover, **as per ZI No. 2452 and SB 743,**

aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, impacts during summer solstice would be less than significant.

Winter Solstice

Appendix B contains the winter shadows figure, which projects the amount of shadow coverage at a specific location between 9 AM and 3 PM. The shadows cover the nearby school field at 2 PM. The Project would not create a shadow for more than 3 hours from 9 AM to 3 PM during the winter on a sensitive receptor. Therefore, impacts during summer solstice would be less than significant. **Additionally, as per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."**

II. Agriculture And Forestry Resources

a) Would the project convert prime farmland, unique farmland, or farmland of statewide importance (farmland), as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California resources agency, to non-agricultural use?

No Impact.

A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California. The Project Site is zoned C4-2, PB-2 and P-2, and the General Plan land use designation for the Site is Regional Center Commercial. The Project Site is developed with buildings and parking structures. The Project Site is designated Urban and Built-up Land and is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[11] **Therefore, the Project has no impact on the conversion of farmland to non-agricultural uses.**

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact.

A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[12] The Project Site will not result in the conversion of land zoned for agricultural use to non-agricultural use since it is zoned C4-2, PB-2 and P-2. Further, the Project will not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use because the Project Site is not subject to a Williamson Act contract. **Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.**

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as

11 State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, June 12, 2018.

12 State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, accessed June 12, 2018.

defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact.

Neither the Project Site nor surrounding parcels are zoned for forest land or timberland. **No impact related to forest land or timberland will occur.**

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact.

The Project Site is developed with office buildings and parking structures and completely surrounded by urban uses and infrastructure, and is not forest land. **No impact related to the loss of forest land or conversion of forest land will occur.**

e) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact.

A significant impact may occur if a project involves changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project Site is in an area of the City that is highly urbanized. Neither the Project Site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project Site. **No impact related to conversion of farmland to a non-agricultural use or conversion of forest land to non-forest use will occur.**

III. Air Quality

The section is based in part on the following item, included as Appendix C of this MND:

C Air Quality and Greenhouse Gases Appendices, DKA Planning, August 2019.

Regulatory Framework

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO2 (nitrogen dioxide), O3 (ozone), PM2.5 (particulate matter, 2.5 microns), PM10 (particulate matter, 10 microns), SO2 (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table B.3-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O3, PM2.5, and Pb.

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

Table B.3-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2018 (www.arb.ca.gov/desig/adm/adm.htm).

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NOX and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NOX be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

State

California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table B.3-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O3, PM10, and PM2.5.

Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. The State does not regulate other odors.

California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk

management to address potential health effects from exposure to toxic substances in the air.[13] In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[14] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007, for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size, with the largest operators beginning compliance in 2014.[15]

Assembly Bill 2588 Air Toxics "Hot Spots" Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports, etc.) that should be considered when siting sensitive land uses such as residences.[16] CARB provides recommended site distances from certain types of facilities when considering siting

13 CARB, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.
14 CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.
15 CARB, In-Use Off-Road Diesel-Fueled Fleets Regulation, www.arb.ca.gov/msprog/ordiesel/ordiesel.htm, last reviewed by CARB July 28, 2016.
16 CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

Air Quality and Land Use Handbook

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005, to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions.[17] The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

Regional

South Coast Air Quality Management District

17 In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes, etc.) perform a Health Risk Assessment (HRA). The Project Site is not within 1,000 feet of a freeway and, therefore, would not be subject to this notice and warrant the preparation of an HRA.

The South Coast Air Quality Management District (SCAQMD) was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions, and presents a revised approach to demonstrated attainment of the 2006 24-hour PM2.5 NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a

comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NOX emissions sufficiently to meet the upcoming ozone deadline standards.

Multiple Air Toxics Exposure Study IV

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study IV (MATES-IV). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million. About 90 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating. The results indicate that diesel PM is the major contributor to air toxics risk, accounting on average for about 68 percent of the total risk.

Southern California Associate of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy on April 7, 2016.[18,19] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG's prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan's land use strategies, include the following:

- Identify regional strategic areas for infill and investment;

18 SCAG, Final 2016–2040 RTP/SCS.

19 CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

- Structure the plan on a three-tiered system of centers development;[20]
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The 2016–2040 RTP/SCS states that the SCAG region was home to about 18.3 million people in 2012 and included approximately 5.9 million homes and 7.4 million jobs.[21] By 2040, the integrated growth forecast projects these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of regional total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.[22] The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and

20 Complete language: "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pp. 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

21 The SCAG 2016–2040 RTP/SCS is based on year 2012 demographic data with growth forecasts developed for 2020, 2035, and 2040.

22 Defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors located within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

housing affordability. As discussed further below, the Project Site is located within the Los Angeles Mid-City-West Side Communities HQTA.

Local

City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

Pollutants and Effects

State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O3), nitrogen oxides (NOX), sulfur oxides (SOX), particulate matter ten microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5),

and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[23]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or

23 SCAQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

State-only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOX, as well as PM.

Sulfates (SO_X). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important

industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[24]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[25,26]

Volatile Organic Compounds

24 CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

25 CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

26 CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants. While there are no specific VOC ambient air quality standards, VOC is a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as ozone, nitrogen dioxide, and certain fine particles are formed. They are, thus, regulated as "precursors" to the formation of those criteria pollutants.

Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, PM10, PM2.5, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

Air Pollution Climatology[27]

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O3 and the majority of particulate matter.

Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project

27 AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

area. **Table B.3-2** shows pollutant levels, State and Federal standards, and the number of exceedances recorded in the area from 2016 through 2018. The one-hour State standard for O_3 was exceeded ten times during this three-year period, the daily State standard for PM_{10} was exceeded 90 times while the daily federal standard for $PM_{2.5}$ was exceeded ten times. CO and NO_2 levels did not exceed the CAAQS from 201 through 2018 for 1-hour (and 8-hour for CO).

Table B.3-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2016	2017	2018
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.103	0.116	0.098
Days > 0.09 ppm (State 1-hour standard)	2	6	2
Days > 0.070 ppm (Federal 8-hour standard)	4	14	4
Carbon Dioxide (CO_2)			
Maximum 1-hour Concentration (ppm)	1.9	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.4	1.6	1.7
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0647	0.0647	0.0701
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	67	96	81
Days > 50 µg/m^3 (State 24-hour standard)	18	41	31
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	44.4	49.2	43.8
Days > 35 µg/m^3 (Federal 24-hour standard)	2	5	3
Sulfer Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	13.4	3.4	17.9
Days > 0.04 ppm (State 24-hour standard)	0	0	0

ppm = parts by volume per million of air.
µg/m^3 = micrograms per cubic meter.
N/A = not available at this monitoring station.
Source: SCAQMD annual monitoring data (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed August 23, 2019.

Existing Health Risk in the Surrounding Area

Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,554 in a million.[28] The cancer risk in this area is predominately related to nearby sources of diesel particulate (e.g., US-101 and I-10 freeways). In general, the risk at the Project Site is comparable with other urbanized areas in Los Angeles.

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site is located in the 75th-80th percentile, which means the Project Site is worse than average in comparison to other communities within California.[29]

Potential sources of TACs within the Project Site vicinity were identified using SCAQMD's Facility Information Database (FIND) search and site reconnaissance to identify potential non-permitted air toxic emitting sources (e.g., freeways, diesel trucks idling at warehouse distribution facilities in excess of 100 trucks per day). Based on this information, no substantial sources (e.g., gasoline stations, dry cleaners, warehouse distribution) of TAC emissions within the Project Site vicinity were identified, and therefore the location of the proposed residential uses would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided in the CARB guidance documents discussed above.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors within 500 feet of the Project Site include but are not limited to the following:

- Multi-family residences, 800 block of South Mariposa Avenue; 60 feet east of the Project Site.
- Mariposa Apartments; 701 South Mariposa Avenue; 70 feet south of the Project Site.
- Robert F. Kennedy Community Schools, Los Angeles High School of the Arts, 701 South Catalina Street; 250 feet east of the Project Site.

28 SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV), MATES IV Interactive Carcinogenicity Map, 2015, www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b , accessed September 8, 2018.

29 Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30, accessed September 8, 2018.

- New Open World Academy, 3201 West 8th Street; 540 feet southeast of the Project Site.

Existing Project Site Emissions

The Project Site is developed with approximately 760,456 feet of commercial uses, a three-story parking structure with 1,191 vehicle parking spaces, and a five-story parking structure with 707 vehicle parking spaces. Because the three-story parking structure that would be demolished as part of the Project supports the commercial uses on the Project Site that will remain, the structure does not generate any anthropogenic emissions of its own. As a result, there are assumed to be no air quality emissions from the existing portion of the Project Site that would be removed with construction of the Project.

Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focuses on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[30] The localized effects from on-site portion of daily emissions

30 SCAQMD, Final Localized Significance Methodology, revised July 2008.

were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[31] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NOX, CO, PM10, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a 2-acre site having sensitive receptors within 25 meters (82 feet).[32] This represents the active area of the Project Site and nearby sensitive receptors.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[33] The LSTs for $PM_{2.5}$ were established in October 2006.[34] Updated LSTs were published on the SCAQMD website on October 21, 2009.[35] **Table B.3-3** presents the significance criteria for both construction and operational emissions.

31 SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.
32 SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.
33 SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.
34 SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.
35 SCAQMD, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

Table B.3-3
SCAQMD Construction Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions
	Regional	Localized /a/	
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO_X)	100	108	55
Carbon Monoxide (CO)	550	1,048	550
Sulfur Oxides (SO_X)	150	--	150
Respirable Particulates (PM_{10})	150	8	150
Fine Particulates ($PM_{2.5}$)	55	5	55

In pounds per day
/a/ Localized significance thresholds assumed a 2-acre and 25-meter (82-foot) receptor distance, which is the second smallest Project Site and shortest distance used for analysis in the LST guidance document. The SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD.

Operations

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced by the Los Angeles Department of Water and Power (LADWP), for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[36] Details describing the operational emissions of the Project can be found in **Appendix C**.

Toxic Air Contaminants Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

36 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2.).

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

The Project would comply with the 2017 Los Angeles Green Building Code (LAGBC),[37] which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code (CalGreen, effective January 1, 2017).[38]

Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and provisions for electric vehicle charging.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors. The Project would also promote bicycle transportation by replacing some of the required vehicle parking with bicycle parking spaces pursuant to LAMC section 12.21 A.4.

SCAQMD CEQA Air Quality Handbook Policy Analysis and SCAG 2016-2040 RTP/SCS

The following analysis addresses the Project's consistency with applicable SCAQMD and SCAG policies, including the SCAQMD's 2016 AQMP and growth projections within the SCAG 2016–2040 RTP/SCS. In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the Project's consistency with applicable SCAQMD and SCAG policies:

- Would the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

37 LA Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building
38 California Building Codes: http://www.bsc.ca.gov/Codes.aspx

With respect to the first criterion, as discussed below, localized concentrations of NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ have been analyzed for the Project. SO_2 emissions would be negligible during construction and long-term operations, and, therefore, would not have the potential to cause or affect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

Particulate matter is the primary pollutant of concern during construction activities, and, therefore, the Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed in order to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. As demonstrated in the analysis below (see **Table B.3-6** later in this section), the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site.

Additionally, the Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in **Table B.3-6** NO_X and CO would not exceed the SCAQMD-recommended localized significance thresholds. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

Because the Project would not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations.[39] As indicated under Threshold (d), no intersections would require a CO hotspot analysis, and impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

As discussed below, an analysis of potential localized operational impacts from on-site activities was conducted. As demonstrated in the analysis below (see **Table B.3-7** later in this section), localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether

39 SCAQMD, CEQA Air Quality Handbook, Chapter 12, Assessing Consistency with Applicable Regional Plans, 1993.

or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. As discussed in **Section B.11, Land Use**, of this MND, the General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. According to the California Department of Finance, the population for the City of Los Angeles in 2017 was approximately 4,041,707 persons. In 2040, the City of Los Angeles is anticipated to have a population of approximately 4,609,400 persons. Based on a household size factor of 2.43 persons per household in the City in 2017, the Project is estimated to generate a residential population of 1,555 persons at full buildout, which would represent approximately 0.27 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2017 and 2040.

Development of the Project also would result in approximately 50 employment positions on-site. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles in 2012 was approximately 1,696,400 employees. In 2040, the City of Los Angeles is anticipated to have approximately 2,169,100 employees. Thus, the Project's estimated 50 employees would constitute approximately 0.009 percent of the employment growth forecasted between 2012 and 2040. Because the Project's resulting residential and employment growth would fall well within the growth forecasts for the City and similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP. Please refer to **Section B.11, Land Use**, of this MND, for additional discussion regarding the Project's consistency with the 2016–2040 RTP/SCS.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore,

with compliance with the regulatory requirements identified above and in **Section B.8, Greenhouse Gas Emissions**, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). As discussed in **Section B.11, Land Use**, of this MND, the Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG.

The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would *concentrate new* residential, office, and retail commercial uses within an HQTA.

"Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and Federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions.

The 2016 AQMP also includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions, and presents a revised approach to demonstrated attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO_X reductions from commercial cooking and residential and commercial appliances, as well as commercial space heating. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as "Regional Center Commercial" in the General Plan Framework and the Community Plan, a zoning classification that conditionally allows residential uses and allows retail uses by right. As such, the RTP/SCS' assumptions about growth in the City accommodate housing, population, and job growth on this Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016 RTP/SCS and 2016 AQMP. **Therefore, the Project would result in less-than significant impacts related to consistency with the AQMP.**

City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT, in addition to bicycle parking. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. The Project also includes primary entrances for pedestrians and bicyclists that would be safe, easily accessible, and a short distance from transit stops.

The Project would be consistent with applicable policies of the Air Quality Element. The Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage use of alternative modes of transportation.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table B.3-4**, the Project is consistent with the applicable policies in the Air Quality Element. **Therefore, the Project would result in less-than significant impacts related to consistency with the Air Quality Element.**

Table B.3-4
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Project would be located near Downtown Los Angeles, an urban area with significant infrastructure to provide alternative transportation modes, including proximity to Metro bus routes (e.g., 20, 206, 481, Rapid 720) and Metro Rail Purple Line service. Employers in the retail uses could offer other demand management programs.
Policy 2.1.2. Facilitate and encourage the use of	**Consistent.** The Applicant would encourage the

Table B.3-4
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	property management company to promote telecommunications for future tenants and resident.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** The Applicant would encourage the property management company to promote telecommunications for future tenants and resident.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** Where appropriate, the Project may include parking management practices in the future to reduce single-occupancy vehicle trips. The provision of bicycle parking spaces could reduce demand for single occupancy vehicle travel.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project would have no traffic impacts at the 14 study intersections.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses. The Project's commercial uses would serve Project residents and the others in the vicinity, thereby reducing vehicle miles traveled that would otherwise be required to travel to similar uses elsewhere in the community.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilitate alternative transportation modes, including close proximity to bus routes and rail service operating by Metro.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including close proximity to Metro bus routes (e.g., 20, 206, 481, Rapid 720) and Metro Rail Purple Line service. Employers in the retail uses could offer other demand management programs.
Policy 4.3.1. Revise the City's General	**Not Applicable.** This policy calls for City updates to its

Table B.3-4
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Not Applicable.** This policy calls for City facilities to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code. The Project would also provide electric vehicle charging spaces.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2018.	

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction

Construction-related emissions were estimated using the South Coast Air Quality Management District's (SCAQMD's) CalEEMod 2016.3.2 model using assumptions from the Project's developer, including the Project's construction schedule of 48 months. While the phasing of Project construction is yet to be determined, this analysis conservatively assumes construction of the entire Project Site at once and compares total emissions against the SCAQMD's significance thresholds (assumes activities across the subset of the property to be redeveloped with the Project, (2.3 acres). **Table B.3-5** summarizes the estimated construction schedule that was modeled for air quality impacts.

Table B.3-5
Estimated Construction Schedule

Phase	Duration	Notes
Demolition	Month 1	Demolition of 266,571 square-foot parking garage hauled to off-site location 30 miles away
Site Preparation	Month 2	
Grading	Months 3-5	137,000 cubic yards of soil export hauled to off-site location 30 miles away
Building Construction	Months 6-48	
Architectural Coatings	Months 38-48	
Source: DKA Planning, 2019.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403 would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113 limits the VOC content of architectural coatings.

- SCAQMD Rule 1138 requires the use of catalytic oxidizer controls for any restaurant that includes chain-driven charbroilers.

- SCAQMD Rule 1174 controls VOC emissions from barbecue charcoal.

- SCAQMD Rule 402 states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from grading activities. NOX emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase, paving and the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As stated above, it is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

This analysis also assumes a single-trip haul distance of up to 30 miles to the Sunshine Canyon Landfill in Sylmar for demolition and construction debris, and up to 30 miles to the Manning Pit Landfill in Irwindale for exported soils. However, closer locations may be determined feasible, which would result in lower emissions for the Project.

As shown in **Table B.3-6,** the construction of the Project will produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). **This impact is less than significant.**

Table B.3-6
Estimated Daily Construction Daily Emissions - Unmitigated

	Daily Emissions (Pounds Per Day)					
Construction Phase Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2022	5	96	40	<1	11	4
2023	4	26	33	<1	3	1
2024	3	24	32	<1	2	1
2025	25	28	36	<1	3	1
Maximum Regional Total	**25**	**96**	**40**	**<1**	**11**	**4**

Table B.3-6
Estimated Daily Construction Daily Emissions - Unmitigated

Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**25**	**27**	**26**	**<1**	**9**	**2**
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 2-acre site with 25-meter distances to receptors in Central LA source receptor area.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (onsite) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[40] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2016–2018) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central LA SRA based on construction site acreage that is less than or equal to 2 acres. Potential impacts were evaluated at the closest off-site sensitive receptor, which is the multi-family residences located on the 800 block of South Mariposa Avenue, about 60 feet east of the Project Site across the street. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table B.3-6,** above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD.

These estimates assume the use of Best Available Control Measures (BACM) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the Project Site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. **Therefore, construction impacts on localized air quality are considered less than significant.**

40 SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

Operation

Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance.

The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 2,348 net vehicle trips on a peak weekday at the start of operations in 2026.[41] The air quality analysis conservatively accounts for all daily trips as new emissions. CalEEMod program generates estimates of emissions from energy use based on the land use type and size.

As shown in **Table B.3-7**, the Project would not exceed the SCAQMD's regional or localized significance thresholds. The Project operational impacts on long-term air pollution would be considered less than significant. **Therefore, the operational impacts of the Project on regional and localized air quality are less than significant.**

Table B.3-7
Estimated Daily Operations Emissions - Unmitigated

	Daily Emissions (Pounds Per Day)					
Emissions Source	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	17	1	53	<1	<1	<1
Energy Sources	<1	2	1	<1	<1	<1
Mobile Sources	3	15	48	<1	19	5
Net Regional Total	**21**	**18**	**102**	**<1**	**19**	**5**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	**17**	**3**	**54**	**<1**	**<1**	**<1**
Localized Significance Threshold	**N/A**	**108**	**1,048**	**N/A**	**2**	**2**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 2-acre site with 25-meter distances to receptors in Central LA source receptor area.						

Cumulative Analysis

Construction

A project's construction impacts could be considered cumulative considerable if it substantially contributes to cumulative air quality violations when considering other projects that may undertake concurrent construction activities.

41 Fehr & Peers. "Technical Addendum to 3400 Wilshire Boulevard Draft Transportation Analysis", August 2019.

Construction of the Project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. Similarly, regional emissions of PM_{10} and $PM_{2.5}$ would not exceed mass thresholds established by the SCAQMD. **Therefore, construction emissions impact on regional criteria pollutant emissions would be considered less than significant.**

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative considerable emissions of localized nonattainment pollutants PM_{10} and $PM_{2.5}$, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. **Therefore, construction emissions impact on localized criteria pollutant emissions would be considered less than significant.**

There are 134 Related Projects in the general vicinity of the Project Site that were identified by the Project's traffic study.[42] Of these, only one project is located in the direct vicinity of the Project Site (i.e., within 500 feet):

- No. 123 – 3377 West Wilshire Boulevard, approximately 500 feet northeast of the Site. 11,971 square feet of restaurants.

If this Related Project were to undertake construction concurrently with the Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would be further increased. However, the application of LST thresholds to this project would help ensure that it does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. This and any Related Projects that would exceed LST thresholds (after mitigation) could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

There is an existing regional cumulative impact associated with O_3, NO_2, PM_{10}, and $PM_{2.5}$ because the Basin is designated as a State and/or federal nonattainment air basin for these pollutants. However, an individual Project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. As discussed above, construction and operational emissions Project would not exceed any applicable SCAQMD thresholds of significance.

With respect to the Project's construction-related air quality emissions and cumulative Air Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As stated

42 Fehr & Peers. "3400 Wilshire Boulevard Draft Transportation Analysis", September 2018.

above, the Project would comply with applicable regulatory requirements, including the SCAQMD Rule 403 requirements. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same regulatory requirements and would implement all feasible mitigation measures when significant impacts are identified.

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown in **Table B.3-6,** Project construction daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. **Therefore, the Project's contribution to cumulative construction-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.**

Operation

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants. As shown in **Table B.3-7**, Project operation daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance. **Therefore, the Project's contribution to cumulative operation-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.**

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

There are several existing sensitive receptors within 500 feet of the Project Site, including but not limited to:

- Multi-family residences, 800 block of South Mariposa Avenue; 60 feet east of the Project Site.
- Mariposa Apartments; 701 South Mariposa Avenue; 70 feet south of the Project Site.
- Robert F. Kennedy Community Schools, Los Angeles High School of the Arts, 701 South Catalina Street; 250 feet east of the Project Site.
- New Open World Academy, 3201 West 8th Street; 540 feet southeast of the Project Site.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table B.3-3**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table B.3-6**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are generally within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously and continuously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM (DPM) would be less than one pound per day throughout the course of Project construction (as compared to the significance criteria and shown in **Table B.3-7**). Therefore, the magnitude of daily DPM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site residential locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 48 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less-than significant impact. **Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.**

Operation

The Project Site would be developed with land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[43]

The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[44] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[45] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of

43 CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.
44 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.
45 SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[46]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[47] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[48] The Project would not generate a substantial number of truck trips since it would not be a truck stop or distribution center). Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. **Therefore, Project impacts would be less than significant.**

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact.

Odors are usually associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as

46 Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.

47 California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html

48 SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

well as sewage treatment facilities and landfills. The Project will introduce additional commercial and residential uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). The Related Projects are similar mixed-use residential and commercial buildings. There is no manufacturing uses proposed near the Project Site. SCAQMD regulations that govern nuisances (i.e. Rule 402, Nuisances) would regulate any occasional odors associated with construction and on-site uses, such as the proposed restaurant uses.

Based on the above, the Project would not result in other emissions affecting a substantial number of people during either construction or operation of the Project, and no impact would occur.

IV. BIOLOGICAL RESOURCES

The section is based in part on the following item, included as Appendix D of this MND:

D Tree Report, Harmony Gardens, September 22, 2016.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact.

A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife[49] (CDFW) or the U.S. Fish and Wildlife Service (USFWS).

The Project Site is located in an urbanized area of the City. The Project Site is primarily covered with buildings and parking structures. There are no City or County significant ecological areas on the Project Site.[50] The Project will result in the removal of vegetation and trees around the Project Site and excavation of the ground for subterranean parking. There are no protected trees on-site and the protected tree on the City's right-of-way will not be removed. All removal and replacement will comply with City regulatory requirements.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). **The Project would comply with the regulations of the CDFW[51] and USFWS.[52] Therefore, no impact would occur.**

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact.

49 Effective January 1, 2013, the California Department of Fish and Game changed its name to the California Department of Fish and Wildlife: http://www.dfg.ca.gov/about/namechange.html.
50 Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/.
51 http://www.leginfo.ca.gov/.html/fgc_table_of_contents.html
52 https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php

A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS were to be adversely modified without adequate mitigation. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[53] **Therefore, no impact to riparian habitat or sensitive natural community will occur.**

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact.

A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by a project without adequate mitigation. The Project Site is located in an urbanized area of the City. No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site. The nearest wetland habitat is at MacArthur Park Lake classified as Freshwater Pond and located approximately 1.45 miles from the Project Site.[54] **Therefore, the Project will not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact to federally protected wetlands will occur.**

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact.

A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites. Due to the existing urban development on the Project Site and in the adjacent surroundings, the Project Site does not function as a corridor for the movement of native or migratory animals. No native wildlife nurseries are located in the project area. **Therefore, no impacts to migratory wildlife corridors or native wildlife nursery site will occur.**

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact.

53 U. S. Fish & Wildlife Service, National Wetlands Inventory, Riparian Layer: http://www.fws.gov/wetlands/Data/Mapper.html, August 29, 2019.

54 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: http://www.fws.gov/wetlands/Data/Mapper.html, accessed August 29, 2019.

A project-related significant adverse effect could occur if a project would be inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources applicable to this Project are limited to the City of Los Angeles Native Tree Preservation Ordinance, which protects certain trees (including Valley Oak and California Live Oak, Southern California Black Walnut, Western Sycamore, and California Bay).[55]

There are 30 trees in the public right-of-way (sidewalk or called a street tree), of which one is a protected species and will not be removed. Of the 29 non-protected street trees, 19 trees would be removed. There are 29 trees on the Project Site, none of which are protected species. Of these, 24 would be removed.[56] See **Table B.4-1, Trees**.

Table B.4-1

Trees

Trees	Existing Trees		To Be Removed		To Remain	
	Non-Protected	Protected	Non-Protected	Protected	Non-Protected	Protected
Public Right-of-way	29	1	19	0	10	1
On-Site	29	0	24	0	5	0
Tree Report, Harmony Gardens, Inc., September 22, 2016.						

Any tree removal will comply with the City's Tree Replacement Program (Urban Forestry Division, Bureau of Street Services for the street tree). LAMC 12.21.G requires trees on-site based on number of units and non-protected trees have to be replaced at 2:1. This would result in more trees on the Site than the current number. Additional regulatory requirements are listed below:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the Project Site proposed for removal shall be replaced at a 2:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All trees in the public right-of-way shall be provided per the current standards

55 City of Los Angeles, Ordinance No. 177404: http://cityplanning.lacity.org/Code_Studies/Other/ProtectedTreeOrd.pdf.
56 Tree Report, Harmony Gardens, Inc., September 22, 2016.

of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

The Project would not impact any protected trees. **Therefore, no impact would occur.**

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact.

A significant impact would occur if a project is inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is located in an urbanized area of the City. Due to the existing urban development on the Project Site and in the adjacent surroundings, there are no known locally designated natural communities on the Project Site. There are no City or county significant ecological areas.[57] The Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. **No impact with respect to Habitat or Natural Community Conservation Plans will occur.**

57 Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/.

V. CULTURAL RESOURCES

The section is based in part on the following items, included as Appendix E of this MND:

E-1 Historic Resource Technical Report, Historic Resources Group, November 2018.

E-2 Archaeology response, South Central Coastal Information Center, July 20, 2017.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact.

State CEQA Guidelines Section 15064.5 defines a historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

Potential Impacts to Historic Resources on the Project Site

The Project proposes substantial new construction to be located south of and immediately adjacent to 3440-60 Wilshire Boulevard, which is considered a historic resource for the purposes of CEQA. The Project would add two commercial kiosks (one along Irolo Street and one along Mariposa Avenue), and construct a 23-story mixed-use building and a 28-story mixed-use building on top of a four-story podium. The Project would require demolishing an existing three-story parking structure. The existing three-story parking structure was constructed in 1967-68 and is not considered a historical resource for the purposes of CEQA. No other existing buildings, including 3440-60 Wilshire Boulevard, will be demolished or altered by the Project. The proposed new construction will alter the immediate surroundings of 3440-60 Wilshire Boulevard by inserting new buildings in an area currently occupied by a parking structure and the insertion of two commercial kiosks. As noted above, CEQA defines "substantial adverse change" as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." The significance of an historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register of Historical Resources…or a local register

of historical resources." For the new construction associated with the Project to be considered a substantial adverse change, it must be shown that the integrity and/or significance of the 3440-60 Wilshire Boulevard would be materially impaired by the proposed adjacent new construction.

The proposed new buildings will be located at the rear and to the east of the Project Site where it will not interfere with or detract from any public view of the primary northern façade of 3440-60 Wilshire Boulevard, or the building's east-facing and west-facing façades. Set behind a landscaped plaza, 3440-60 Wilshire Boulevard was designed with an orientation towards Wilshire Boulevard and it is from Wilshire Boulevard where the building's original massing, configuration and its important architectural features are best perceived and experienced. Similarly, the east- and west-facing facades are primarily experienced from Irolo Street and Mariposa Avenue where they intersect with Wilshire Boulevard. The proposed new towers will be over twice the height of 3440-60 Wilshire Boulevard but the disparity in scale alone does not constitute a significant impact as defined by CEQA. Again, the threshold of "substantial adverse change" is the determining factor when analyzing potential impacts. Because they will be over twice the height of 3440-60 Wilshire Boulevard, the proposed new towers will intermittently block views to 3440-60 Wilshire Boulevard from the south. Although a secondary, rear façade, the south-facing façade of 3440-60 Wilshire Boulevard continues the stone cladding and glass curtain wall treatment of the three other facades. Even so, much of the 3440-60 Wilshire Boulevard rear southern facade will remain visible from several vantages due to the siting of the proposed new construction to the southern and eastern portions of the Project Site.

The ability of a historical resource to convey its significance is called historic integrity. Historic integrity is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[58] The National Park Service identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

The Project will not involve any relocation, demolition or alteration of 3440-60 Wilshire Boulevard. Therefore, new construction associated with the Project will not affect integrity of location, design, materials, workmanship, feeling or association. All the existing physical elements will continue to convey the historic significance of the property after implementation of the Project.

The Project will insert substantial new construction on what is currently structured parking which will affect integrity of setting. According to National Park Service guidance, "to retain historic integrity a property will always possess several, and usually most, of the (seven) aspects" of integrity.[59] After implementation of the Project, all but one of the relevant aspects of integrity for 3440-60 Wilshire Boulevard will be unaffected and, therefore, its historic integrity will be retained. Despite some alteration to its surroundings, 3440-60 Wilshire Boulevard will continue

[58] National Register Bulletin 16A. How to Complete the National Register Registration Form. Washington D.C.: National Park Service, U.S. Department of the Interior, 1997. (3)

[59] National Register Bulletin 15, 44.

to convey its historic significance after Project construction and will not be materially impaired. The original configuration and orientation of the building will remain discernible after construction and the primary north-facing facade will remain unobstructed.

For these reasons, the significance and integrity of the 3440-60 Wilshire Boulevard will remain intact and the building will retain its eligibility for listing in the National Register of Historic Places and the California Register of Historical Resources.

Potential Impacts to Historic Resources Adjacent to the Project Site

The Project will construct two new high-rise buildings on a site currently occupied by three-story parking structure. The addition of these new buildings will alter the surroundings of adjacent and nearby historic resources. Any alteration of the surroundings of nearby historical resources that adversely affect the integrity of those historical resources can potentially constitute a substantial adverse change in that resource. An analysis of the alteration to the immediate surroundings of each of the potentially affected historical resources using the seven aspects of historic integrity is provided below.

682 Irolo Street (Piccadilly Apartments)

The Piccadilly Apartments at 682 Irolo Street has been identified as eligible for listing in the National Register through survey evaluation and is treated here as an historical resource for the purposes of CEQA. The Piccadilly Apartments is located adjacent to the Project Site at the southwest corner of the Project Site facing Irolo Street. The proposed new towers will be substantially larger than the Piccadilly Apartments but, again, the disparity in scale alone does not constitute a significant impact as defined by CEQA. The proposed new buildings will be located at the eastern portion of the Project Site, separated from the Piccadilly Apartments by an existing five-story parking structure. At this location, the proposed new construction will not interfere with or detract from any public view of the primary west-facing façade of the Piccadilly Apartments. The Piccadilly Apartment building was designed with an orientation towards Irolo Street and it is from Irolo Street where the building's original massing, configuration and its important architectural features are perceived and experienced. In contrast, the north-, south- and west-facing facades are treated in a much simpler and utilitarian manner, largely devoid of articulation and architectural detailing. The north-, south- and west-facing facades are clearly secondary, and were designed in anticipation of possible new construction on the adjacent parcels. Even so, the majority of the Piccadilly Apartments' secondary facades will also remain largely visible from most vantage points due to the new podium and towers to the southern and eastern portions of the Project Site.

The Project will not physically impact the Piccadilly Apartments building in any way. The immediate surroundings of the Piccadilly Apartments will not be significantly altered by the Project given the distance between it and the new construction. The Project will not affect the

integrity of location, design, materials, workmanship, feeling, association, or setting of the Piccadilly Apartments.

After Project construction, the Piccadilly Apartments will remain unchanged and the building will continue to convey its historic significance. Therefore, the Project will not adversely affect the Piccadilly Apartments in a manner that would materially impair its significance as a historical resource.

Normandie-Mariposa Multi-Family Residential Historic District (Normandie Avenue and Mariposa Avenue between 7th Street and 8th Street)

A grouping of early 20th century apartment buildings located on Normandie Avenue and Mariposa Avenue between 7th Street and 8th Street was previously identified as a historic district determined eligible for listing in the National Register through Section 106 process and is listed in the California Register. The historic district is considered an historical resource for the purposes of CEQA. The historic district is significant as a physical document of the explosive population growth in Los Angeles during the 1920s, and reflects the increased density of residential neighborhoods to meet demand for housing during that time. The District contains an unusually intact collection of multi-story apartment buildings typical of the 1920s. The historic district is located south of the Project Site across 7th Street. New construction associated with the Project will be substantially larger than the contributing buildings to the historic district which are all between four and six stories in height. This disparity in scale alone, however, does not constitute a significant impact as defined by CEQA. The Project, would not affect the integrity of location, design, materials, or workmanship of any District contributors. All the contributing buildings would remain intact in their current locations, and would not be materially altered by the Project. Therefore, integrity of feeling would also remain unaffected because all the existing physical elements that characterize the historic district would continue to convey the district's historic significance after construction of the Project. Because the district would retain integrity of location, design, materials, workmanship, and feeling, it would continue to reflect the development of multi-family housing in Los Angeles during the 1920s. Therefore, integrity of association would also remain unaffected by the Project.

The only aspect of the district's integrity that is potentially affected by the Project is setting. Because the Project will add substantial mass and height to an area currently occupied by a three-story parking structure, the Project will change the physical environment immediately north of the historic district.

The area surrounding the historic district has been substantially altered since original construction of the historic district contributing buildings, particularly to the north toward Wilshire Boulevard, through successive demolitions and new construction. The historic district, largely constructed in the 1920s, pre-dates by decades the existing development on the Project Site, which was developed during the 1950s and 60s. Alteration to the north of the historic district has been the existing condition since the mid-20th century. The blocks adjoining Wilshire Boulevard

have largely contained a mix of uses, including commercial uses, since the second decade of the 20th century and although individual buildings have changed, the mix of uses has remained.

The Project would be constructed north of and outside the historic district, and would not materially alter any district contributor, or the configuration and spatial relationships that characterize the historic district. Ultimately, the district is best understood from within its boundaries where the collection of 1920s apartment building can be directly experienced and understood. Thus, after construction of the Project the historic district's contributors will remain unaltered and fully discernible, and collectively will continue to convey their association with early 20th century residential development in Los Angeles. According to National Park Service guidance, "to retain historic integrity a property will always possess several, and usually most, of the (seven) aspects" of integrity. After the Project is constructed the historic district will fully retain integrity of location, design, materials, workmanship, feeling and association. Integrity of setting would be partially altered by the Project. Therefore, all but one of the relevant aspects of integrity will be unaffected by the Project, so that the historic integrity of the historic district will be retained. While the Project will partially alter the setting of the district, this alteration will not materially impair the district such that it can no longer convey its historic significance. After construction of the Project, the historic district will remain intact, and eligible for historic designation. Therefore, the Project will not result in a significant impact to the Normandie-Mariposa Multi-Family Residential Historic District.

3424-30 Wilshire Boulevard (IBM Building)

The IBM Building at 3424-30 Wilshire Boulevard has been previously found eligible for listing in the California Register through survey evaluation and is treated here as an historical resource for the purposes of CEQA. The Project will not involve relocation, demolition or alteration of the IBM Building; therefore, the Project will not affect integrity of location, design, materials, workmanship, feeling or association. The only aspect of integrity that is potentially relevant here is setting. The IBM Building is located on the southeast corner of Wilshire Boulevard and Mariposa Avenue, separated from the Project Site by Mariposa Avenue. Located north and east of the proposed new construction associated with the Project, the immediate surroundings of the property will not be significantly altered by the Project given the distance between the two properties. The Project will not substantially affect integrity of setting of the IBM Building.

After Project construction, the IBM Building will remain unchanged and the building will continue to convey its historic significance. Therefore, the Project will not adversely affect the IBM Building in a manner that would materially impair its significance as a historical resource.

Analytical Summary

Analysis of potential impacts to historical resources reveals that the Project will alter the setting and surroundings of historical resources located on the Project Site and in the near vicinity, but that the alteration will not substantially reduce the integrity or significance of those resources.

The following analysis uses the thresholds provided in the City of Los Angeles CEQA Thresholds Guide.

1. Would the Project involve the demolition of a significant resource?

> The Project does not propose the demolition of any significant resources on the Project Site or in the surrounding area.

2. Would the Project involve relocation that does not maintain the integrity of a significant resource?

> The Project does not involve the relocation of any significant resources on the Project Site or in the surrounding area.

3. Would the Project involve conversion, rehabilitation or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings?

> The Project does not include conversion, rehabilitation or alteration of any significant resource located on the Project Site or in the near vicinity of the Project Site.

4. Would the Project involve construction that reduces the integrity or significance of important resources on the site or in the vicinity?

> The Project does not include construction that reduces the integrity or significance of important resources on the Project Site or in the vicinity.

Analysis of the potential impacts to historical resources has found that the Project will insert substantial new construction on land that was currently occupied by a three-story parking structure. The proposed new construction, however, will not result in substantial adverse changes that reduces the integrity or significance of historic resources either adjacent to or in the near vicinity of the Project Site. T**herefore, the Project would result in a less than significant impact.**

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact.

The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and parking structures that provides subterranean levels. The Project would require excavation for subterranean parking levels, utility and foundation work, and grading. There is a possibility of encountering a resource.

If archaeological resources are discovered during excavation, grading, or construction activities, work will cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Project will not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. **Therefore, impacts would be less than significant.**

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact.

The Project Site, located in an urbanized area, has been previously disturbed by past development activities and contains Existing Buildings and parking structures that each provide one subterranean level. The Project would require excavation for two subterranean parking levels, utility and foundation work, and grading. No known traditional burial sites have been identified on the Project Site.

If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, work will stop immediately and the County Coroner will be contacted. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. **Therefore, impacts would be less than significant.**

VI. ENERGY

The section is based in part on the following item, included as Appendix F of this MND:

F Energy Calculations, CAJA Environmental Services, September 2018.

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Regulatory Framework

Federal Regulations

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[60]

State Building Energy Efficiency Standards

The Building Energy Efficiency Standards (Title 24 Part 6) were first adopted in 1976 and have been updated periodically since then as directed by statute. The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Standards that contain data and other information that helps builders comply with the Standards.

60 CAFE standards: www.nhtsa.gov/fuel-economy.

The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-conditioning Engineers (ASHRAE) 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Standards. The 2016 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. The building efficiency standards are enforced through the local building or individual agency permit and approval processes.[61]

California Green Building Code

Part 11 of the Title 24 California Building Standards Code is referred to as the California Green Building Standards Code, or CalGreen. The purpose of the California Green Building Standards Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." As of January 1, 2011, the California Green Building Standards Code is mandatory for all new buildings constructed in the state. The California Green Building Standards Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The California Green Building Standards Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.

California Renewable Energy Resources Act

LADWP is subject to the California Renewable Energy Resources act and thus is required to commit to the use of renewable energy sources, as defined in its 2013 Renewables Portfolio Standard Policy and Enforcement Program. LADWP has committed to meeting the requirement to procure at least 33 percent of their energy portfolio from renewable sources by 2020 as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Eligible renewable resources are defined in the 2013 Renewable Portfolio Standard to include biodiesel; biomass; hydroelectric and small hydro (30 mw or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas;

61 CalGreen: http://www.bsc.ca.gov/

multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and "other renewables that may be defined later".[62]

LADWP's target procurement of energy from renewable resources in 2014 is 20 percent. As of 2011, the most recent year for which data is available, its existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 20 percent of its overall energy mix. This represents the available off-site renewable sources of energy that would meet Project demand. With respect to on-site renewable energy sources, because of the Project's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Geothermal energy, the use of heat naturally present in shallow soil or in groundwater or rock to provide building heating/cooling and to heat water, requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air to a building. Although methane is a renewable derived biogas, it is not available on the Project Site in commercially viable quantities or form (i.e., a form that could be used without further treatment), and its extraction and treatment for energy purposes would result in secondary impacts; it is currently regulated as a hazardous material by the City.

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the Project's operational demands is constrained by the energy portfolio mix managed by LADPW, the service provider for the Project Site, and limitations on the availability or feasibility of on-site energy generation.

Assembly Bill 32

Assembly Bill 32 (Health and Safety Code Sections 38500–38599; AB 32), also known as the California Global Warming Solutions Act of 2006, commits the State to achieving year 2000 GHG emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, AB 32 tasked the California Public Utilities Commission and the California Energy Commission with providing information, analysis, and recommendations to the California Air Resources Board (CARB) regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

Assembly Bill 1493 (AB 1493)/Pavley Regulations

AB 1493 (commonly referred to as CARB's Pavley regulations) was the first legislation to regulate GHG emissions from new passenger vehicles. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-

62 City of Los Angeles, Department of Water and Power, Renewables Portfolio Standard Policy and Enforcement Program, amended December 2013.

duty trucks) for model years 2009–2016. The Pavley regulations are expected to reduce GHG emissions from California's passenger vehicles by about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. [63]

Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.[64]

CARB's Advanced Clean Cars Regulation

Closely associated with the Pavley regulations, the Advanced Clean Car Standards emissions-control program (ACC program) was approved by CARB in 2012. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles for model years 2017–2025. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. Additionally, environmentally superior cars will be available across the range of models (compacts, sport utility vehicles (SUVs), pickups, and minivans) and consumer savings on fuel costs will average $6,000 over the life of the car.[65]

Airborne Toxic Control Measure

The California Air Resources Board (CARB) has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h))[66] to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with

63 Clean Car Standards—Pavley, Assembly Bill 1943, www.energy.ca.gov/low_carbon_fuel_standard/,

64 Low Carbon Fuel Standard: Fuels and Transportation Division Emerging Fuels and Technologies Office, www.energy.ca.gov/low_carbon_fuel_standard/

65 California Renewables Portfolio Standard (RPS), http://www.cpuc.ca.gov/RPS_Homepage/

66 California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf, accessed May 12, 2017.

newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Construction workers working on the Site would be required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375 (SB 375), coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32. SB 375 specifically requires the Metropolitan Planning Organization (MPO) to prepare a "sustainable communities strategy" (SCS) as a part of its Regional Transportation Plan (RTP) that will achieve GHG emission reduction targets set by CARB for the years 2020 and 2035 by reducing vehicle miles traveled (VMT) from light-duty vehicles through the development of more compact, complete, and efficient communities.[67]

The Project Site is located within the planning jurisdiction of the Southern California Association of Governments (SCAG). SCAG's first-ever SCS is included in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which was adopted by SCAG in April 2012. The goals and policies of the SCS that reduce VMT (and result in corresponding decreases in transportation-related fuel consumption) focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. Recently, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).[68] The goals and policies of the Updated RTP/SCS are the same as those in the 2012–2035 RTP/SCS.

The RTP/SCS also establishes High-Quality Transit Areas (HQTA), which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs to reduce VMT.

The Project Site is located within a HQTA as designated by 2016 RTP/SCS.[69]

Senate Bill 1389

67 Sustainable Communities, www.arb.ca.gov/cc/sb375/sb375.htm

68 SCAG, 2016 RTP/SCS, dated April 2016.

69 http://scagrtpscs.net/SiteAssets/ExecutiveSummary/assets/resources/Exhibit5-1_HighQualityTransitAreaInTheSCAGregionFor2040Plan.pdf

Senate Bill 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the development of an integrated plan for electricity, natural gas, and transportation fuels. The California Energy Commission must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The most recently completed report, the 2015 Integrated Energy Policy Report, addresses a variety of issues related to energy efficiency, benchmarking under the Assembly Bill 758 Action Plan, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, achieving 50 percent renewable by 2030, among other issues.[70]

2016 Final Power Integrated Resource Plan[71]

The LADWP released the 2016 Final Power Integrated Resource Plan (IRP) in December 2016, which provides a 20-year framework to ensure LADWP can meet the future energy needs of its ratepayers by forecasting demand for energy and determining how that demand will be met. The IRP is an update of the 2015 IRP, and reflects evolving environmental, regulatory, and economic developments. The 2015 IRP included a newly created and redesigned energy efficiency (EE) program to achieve at least 10 percent less customer usage of electricity by 2020; development of a new Power System Reliability Program (PSRP) to incorporate not only distribution, but also generation, transmission, and substations with a new prioritization model to improve system reliability; and plans for an agreement between Intermountain Power Agency and the Intermountain Power Project (IPP) participants to replace IPP coal-fired generation with new highly efficient gas-fired generators by no later than July 1, 2025, two years earlier than recommended in 2012's IRP.

The 2016 IRP incorporates updates to reflect the latest load forecast, fuel price and projected renewable price forecasts, and other modeling assumptions. Major renewable projects approved or implemented include the approval of 460 mw of large scale solar, approval of the 250 mw Beacon Solar Project, implementation of Pine Tree and Adelanto Solar, and implementation of two geothermal projects. An innovative Solar Feed-in-Tariff (FiT) Program was implemented by the Department of Energy, which consists of a FiT 100 – Set Pricing Program and a FiT 50 – Competitive Pricing Program, which bundles Beacon Solar and Local Solar. The Fit 50 - Competitive Pricing Program is an innovative program that combines both a FiT local solar agreement committing to a large block of approximately 10mw, together with a commitment to a large utility scale project of approximately 50 mw to be built by the same vendor at LADWP's Beacon Solar site.[72] This IRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. The overriding purpose is to provide a framework to assure the future energy needs of LADWP customers are met in a manner that balances the following key objectives: superior reliability and supply of

70 California Energy Commission, 2015 Integrated Energy Policy Report.

71 2016 Final Power IRP: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=12do6zwhm2_33&_afrLoop=86387266209556, accessed May 12, 2017.

electric service; competitive electric rates consistent with sound business principles; and responsible environmental stewardship exceeding all regulatory obligations.[73]

LADWP Rules Governing Water and Electric Service

Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.[74] LADWP will provide a dependable supply of potable water, from available sources, in quantities adequate to meet the reasonable needs of its customers. The delivery of such supply will be at the Service Connection. Generally, the LADWP will maintain operating pressures at the Service Connection of not less than 25 pounds per square inch. Pressures may be lower at times of Maximum Demand or because of unusual elevations or other special conditions.

City of Los Angeles Green Building Code

The 2017 LA Green Building Code is based on the 2016 California Green Building Standards Code and commonly known as *CAL*Green as discussed above, that was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over $200,000 (residential and non-residential)

Specific measures to be incorporated into the Project to the extent feasible could include, but are not limited to:

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Installation of a "cool roof" that reflects the sun's heat and reduces urban heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed concrete
- sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible;

73 2016 Final Power IRP: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=12do6zwhm2_33&_afrLoop=86387266209556, accessed May 12, 2017.

74 LADWP Rules Governing Water and Electric Service: https://www.lacity.org/your-government/government-information/city-charter-rules-and-codes

- Use of locally (within 500 miles) manufactured construction materials, where possible;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- 15% of the roof area set aside for future solar panels;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping;
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to stormdrain systems; and
- Provision of electric vehicle charging stations in the parking structure; 5% of total spaces will be designated for low emitting, fuel efficient and carpool/van pool vehicles.

Los Angeles Department of Water and Power

The LADWP provides electricity to the Project Site. The LADWP provides its 1.4 million customers with more than 26 million megawatt hours (mw-h) of electricity a year.[75] LADWP serves a 465-square-mile area and is the largest municipal utility in the nation. In total, LADWP operates 20 receiving stations and 174 distribution stations and plans to acquire additional facilities as their load increases. The LADWP electricity portfolio is made up of coal (39 percent), natural gas (22 percent), renewables[76] (20 percent), nuclear (11 percent), unspecified sources (5 percent), and large hydroelectric (3 percent).[77]

Table B.6-1, LADWP Electricity Capacity, shows the LADWP electricity system capacity and

Table B.6-2, LADWP Energy Usage, shows the LADWP power usage.

75 LADWP, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent?_adf.ctrl-state=na2o8wvza_4&_afrLoop=81976737428000, June 10, 2017.

76 Renewables include small hydroelectric, solar, wind, geothermal, biomass and waste.

77 LADWP, Power Facts and Figures website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=scgxlug8o_21&_afrLoop=82063279159000&_afrWindowMode=0&_afrWindowId=na2o8wvza_1#%40%3F_afrWindowId%3Dna2o8wvza_1%26_afrLoop%3D82063279159000%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dna2o8wvza_33, June 10, 2017.

Table B.6-3, Energy Sales and Peak Demand, provides the estimated sales (consumption) by sector (residential, commercial, industrial, etc.) and peak demand over the next 10 years.

Table B.6-1
LADWP Electricity Capacity

	Amount (megawatts)
Net Maximum Plant Capacity	7,300
Los Angeles Peak Demand	6,177
Source: LADWP: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=15ti2xgei0_4&_afrLoop=1119458526572567 Table: CAJA Environmental Services, April 2018.	

Table B.6-2
LADWP Energy Usage

	Amount (megawatt-hours)
Residential	8.4
Commercial	12.8
Industrial	1.9
Other	0.4
Total	**23.14**
Fiscal Year 2013. Source: LADWP: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=15ti2xgei0_4&_afrLoop=1119458526572567. Table: CAJA Environmental Services, April 2018.	

Table B.6-3
Energy Sales and Peak Demand

Year	Sector Sales (gw-h)						Peak Demand (mw)
	Residential	Commercial	Industrial	Misc.	PHEV	Total	
2018-19	8,184	12,731	1,837	306	205	23,264	5,739
2019-20	8,166	12,506	1,829	309	288	23,098	5,707
2020-21	8,173	23,480	1,832	311	368	23,163	5,718
2021-22	8,288	12,714	1,843	314	451	23,609	5,782
2022-23	8,430	13,037	1,852	316	531	24,165	5,908
2023-24	8,568	13,306	1,850	319	610	24,653	6,006
2024-25	8,686	13,568	1,849	321	673	25,097	6,098
2025-26	8,795	13,837	1,850	323	739	25,544	6,185
gw-h – gigawatt-hours; mw – megawatts Misc. includes streetlighting, Owens Valley, and intra-departmental LADWP, 2016 IRP, Table A-1, page A-5: *https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=12do6zwhm2_33&_afrLoop=86387266209556* Table: CAJA Environmental Services September 2018.							

Power and Energy

When discussing electricity, the appropriate unit of measurement depends on whether one is referring to power or energy. Power is the rate at which energy is consumed (in watts, kilowatts, or megawatts). Energy is the amount of power consumed (in watt-hours). Customers are charged based on their energy use (typically kilowatt-hours). The relationship between power and energy:

- Energy (watt-hours) = power (watts) X time (hours)

For example, a 60-watt light bulb refers to the amount of power the light consumes. If the 60-watt light bulb was on for 12 hours, it would consume 720 watt-hours (or 0.72 kilowatt-hours) of energy.

Load Factor

Load factor represents how consistent the rate of energy usage throughout a given day. A 100 percent load factor means that the same amount of power is used off peak as on peak, so the system is getting full use of its generating resources. A low load factor results in generators being started more often to serve load for a few hours a day, which is not optimum. From the 1990s through 2005, annual system load factors were trending slowly upward, which is a positive movement. Since 2006, system load factors are trending down. Some of this decline in load factor is due to the fact that much of the historic energy efficiency effort is directed at lighting, which has a higher impact on sales when compared to peak. In the forecast for the future, this downward trend is sustained.[78]

Load factor can be expressed as the ratio of the average load in kilowatts (kw) supplied at a designated period compared to the peak or maximum load in kilowatts occurring in the period. Load factor, in percent, is derived by multiplying the kilowatt-hours (kw-h) in the period by 100 and dividing by the product of the maximum demand in kilowatts and the number of hours in the period:[79]

- Load Factor (%) = (kw-h / hours / kw) X 100%

- Example: Assume a 30-day billing period or 30 days X 24 hours for a total of 720 hours. Assume a customer used 10,000 kw-h and had a maximum demand of 21 kw. The customer's load factor would be 66 percent [(10,000 kw-h / 720 hours / 21 kw)*100].

Natural Gas Supply and Demand

78 LADWP, 2014 IRP, pg 47: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=q463ohn9x_17&_afrLoop=1251830725757441, April 14, 2015.

79 Madison Gas and Electric, Glossary for Load Factor: http://www.mge.com/about/electric/glossary.htm#f, November 19, 2016.

The Southern California Gas Company (SCG), a subsidiary of Sempra Energy and the nation's largest natural gas supplier, distributes natural gas to 19.5 million residential, commercial, and industrial customers throughout southern California, including the Project Site. SCG owns and operates 95,000 miles of gas distribution mains and service lines, gas transmission compressor stations, underground storage facilities, as well as nearly 3,000 miles of transmission and storage pipeline. The total 136.1 billion cubic feet (Bcf) of natural gas storage capacity is divided as follows: 82 Bcf is for core customers, small industrial, and commercial customers; 4 Bcf is for system balancing; and the remaining 49.1 Bcf is available to other customers.[80] Natural gas service is provided in accordance with SCG's policies and extension rules on file with the California Public Utilities Commission (PUC) at the time contractual agreements are made.

The State produces about 15 percent of the natural gas it uses. The remaining 85 percent is obtained from sources outside of the State, 62 percent from the Southwest and Rocky Mountain area, and 23 percent from Canada. In the last ten years, three new interstate gas pipelines were built to serve California, expanding the over one million miles of existing pipelines. However, the availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SCG is under the jurisdiction of the PUC, but can be affected by the actions of federal regulatory agencies. Should these agencies take any action affecting natural gas supply or the conditions under which service is available, natural gas service would be provided in accordance with those revised conditions.

The 2016 California Gas Report includes projections regarding future demand for natural gas in the Southern California region. SCG projects total gas demand to decline at an annual rate of 0.6% from 2016 to 2035. The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). From 2016 to 2035, residential demand is expected to decline from 239 Bcf to 218 Bcf. The decline is due to declining use per meter offsetting new meter growth. The core, non-residential markets are expected to grow from 113 Bcf in 2016 to 105 Bcf by 2035. The change reflects an annual growth rate of 0.5% over the forecast period. The noncore, non-EG markets are expected to decline from 170 Bcf in 2016 to 153 Bcf by 2035. The annual rate of decline is approximately 0.5% due to very aggressive energy efficiency goals and associated programs. On the other hand, utility gas demand for enhanced oil recovery (EOR) steaming operations, which had declined since the FERC-regulated Kern/Mojave interstate pipeline began offering direct service to California customers in 1992, has shown some growth in recent years because of continuing high oil prices and is expected to show further growth in the early years of the forecast period. EOR demand is expected to remain at about its 2015 level through 2035 as gains are offset by the depletion of older oil fields.[81]

80 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, November 19, 2016.
81 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, April 17, 2018.

In 2016 gas demand for California is projected to average 6,072 million cubic feet per day (cf/day) and is projected to decrease to 4,626 million cf/day by 2035, a decline of 1.35 percent per year.[82] **Table B.6-4, Statewide Total Supplies and Requirements**, shows the anticipated statewide total supplies and requirements for natural gas for 2014 to 2030. In 2015 (the latest data available from the 2016 California Gas Report), SCG's highest winter sendout was 4,036 million cf/day and highest summer sendout was 3,601 million cf/day.[83]

Table B.6-4
Statewide Total Supplies and Requirements

	2018	2019	2020	2022	2025
Utility Supply Source					
California Sources	165	165	165	165	165
Out-of-State	4,758	4,711	4,668	4,618	4,599
Non-Utility Served Load	985	910	813	691	547
Statewide Supply Source Total	**5,909**	**5,787**	**5,645**	**5,474**	**5,312**
Utility Requirements					
Residential	1,185	1,167	1,155	1,148	1,114
Commercial	481	478	473	470	454
Natural Gas Vehicles	50	52	54	57	66
Industrial	943	937	932	931	930
Electric Generation	1,623	1,590	1,566	1,529	1,548
Enhanced Oil Recovery Steaming	46	46	46	46	46
Wholesale/International Exchange	246	246	247	247	247
Company Use and Unaccounted-For	74	73	73	71	72
Non-Utility Served Load	985	910	813	781	547
Statewide Requirements Total	**5,623**	**5,501**	**5,360**	**5,281**	**5,026**

All measurements in million cf per day. Numbers in the table may not add up exactly due to rounding.
Average temperature and normal hydro year.
2016 California Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, November 19, 2016.
Table: CAJA Environmental Services April 17, 2018

The SCG demands for 2015 and 2035 are shown in **Table B.6-5**. Demand is expected to be relatively flat (commercial) or exhibit annual declines (residential, industrial) due to modest economic growth, PUC-mandated demand-side management goals and renewable electricity

82 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, April 17, 2018.
83 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, April 17, 2018.

goals, decline in commercial and industrial demand, and continued increased use of non-utility pipeline systems by EOR customers and savings linked to advanced metering modules.[84]

Table B.6-5
SCG Natural Gas Demands

	2015	2035	Difference
Residential	239	218	-21
Core Commercial	81	65	-16
Non-Core Commercial	16.4	14.7	-1.7
Industrial	21.6	15.3	-6.3
All measurements in billion cf 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, August 31, 2016. Table: CAJA Environmental Services April 17, 2018.			

Methodology

The South Coast Air Quality Management District (SCAQMD) has electricity[85] and natural gas[86] consumption rates for various land uses based on the square footage of development. Applying the SCAQMD rates to the proposed building square footages and use types, an estimate was made as to the future demand for the Project. Given the existing capacity of the Project Site's electrical and natural gas delivery system and future projected consumption and demand, an assessment was made of the Project's impacts. Appendix F of the State *CEQA Guidelines* further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives. In accordance with Appendix F of the State *CEQA Guidelines,* this analysis includes relevant information and analyses that address the energy implications of the Project. This section represents a summary of the Project's anticipated energy needs, impacts, and conservation measures.

Project Impacts

Construction

The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity (i.e., temporary use for lighting and small power tools). Approximately 3,878 kWh of electricity[87] would be consumed during the conveyance of the water used during construction activities that require the use of water to control fugitive dust.

84 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, November 19, 2016.
85 SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-11-A, Electricity Usage Rate.
86 SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate.
87 Calculation included in the appendices to this MND.

Furthermore, electricity used to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structures would be consumed during Project construction. This electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. Electricity consumed during Project construction would be temporary and would cease upon the completion of construction, as well as vary depending on site-specific operations and the amount of construction occurring at any given time. Overall, construction activities associated with the Project would require limited electricity generation that would not be expected to have an adverse impact on available electricity supplies. **Therefore, electricity impacts during construction would be less than significant.**

Demolition, site clearing, grading, excavation, and trenching is projected to take approximately four months. Heavy duty construction equipment needed to complete these activities would include diesel fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. The use of haul trucks with double trailers would be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. Heavy duty construction equipment needed during construction of the Project would include air compressors, concrete pumps, forklifts, lifts, welders, backhoes, dozers, forklifts, lifts, loaders, and rollers, the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. A study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) is projected at 20.4 miles per gallon (mpg) and worse-case diesel trucks is 5.71 mpg in 2015.[88] Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and assuming the mpg for gasoline and diesel above, based on the maximum projected number of workers and venders during each phase, the Project would use approximately 254,938 gallons of gasoline.[89] In 2012, California consumed a total of 337,666 barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.[90] Construction of the Project would use approximately 202,420 gallons of diesel for the hauling.[91] This would represent 0.0004 percent of the statewide gasoline consumption and 0.0002 percent of the statewide diesel consumption. Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction. **Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.**

88 Caltrans, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF.

89 Construction VMT derived from the client provided information, and air quality trips and VMT model sheets, included in the appendix to the DEIR. Worker, vender, and haul trips x trip lengths x length of phase. VMT / mpg = gallons.

90 US EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, May 18, 2016.

91 Heavy duty construction equipment is primarily diesel fueled.

Energy Conservation

The Project would utilize construction contractors who demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h))[92] to reduce NOX, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

Operation

Electricity Demand

Electrical conduits, wiring and associated infrastructure would be conveyed to the Project from existing LADWP lines in the surrounding streets to the Project during construction. The Project could likely require transformer vaults, which are common for buildings of its size. However, the construction of these vaults is part of the overall building construction and would not constitute unusual or unplanned infrastructure that would cause a significant impact on the environment. The analysis compares the electricity demand for the Project to the overall LADWP capacity Citywide. The LADWP forecasts that in 2018-19, the total adjusted electricity sales (load forecast) will be 26,638 gigawatt-hours (gwh) with residential uses consisting 8.242 gwh and

92 California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.

commercial uses consisting of 12.413 gwh. The peak demand would be 5,650 megawatts (mw).[93]

As shown in **Table B.6-6, Project Estimated Electricity Demand**, the Project would demand approximately 3.75 gwh/year of electricity. This total does not take any credit for the proposed sustainable and energy conservation features of the Project.

Table B.6-6
Project Estimated Electricity Demand

Land Use	Size	Electricity Rates	Total (kwh/yr)
Residential	640 units	5,626.5 kw-h / unit	3,600,960
Commercial	10,738 sf	13.55 kw-h/sf	145,500
		Total Increase	**3,746,460**

sf =square feet; kw-h = kilowatt-hour; yr = year
Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate
The LADWP does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Table: CAJA Environmental Services, August 2019.

The Project's annual electricity consumption would represent approximately 0.02 percent of the forecasted electricity demand in 2026.[94] Thus, the Project is within the anticipated demand of the LADWP system. The LADWP is able to supply 7,300 mw of power with a current peak of 6,177 mw. Thus, there is 1,055 mw of additional power capacity. To put this into perspective, this represents approximately 0.002 percent of the additional power capacity at existing levels. Peak demand is expected to grow to 6,185 mw in 2025-2026.[95] Despite these growth projections, they would still not exceed the existing capacity of 7,300 mw. Thus, there is adequate supply capacity to serve the Project. Therefore, the LADWP's current and planned electricity supplies would be sufficient to support the Project's electricity consumption.

The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP. The Project would be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code. Electrical service would be provided in accordance with the

93 LADWP, 2014 IRP, Table A-1, page A-5: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=9kjcyeafd_4&_afrLoop=1178238919540287.

94 3.75 / 25,544 x 100% = 0.02%

95 2014 Power Integrated Resource Plan, Table 2-3, Forecasted growth in Annual Peak Demand: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_afrLoop=1185569764107656&_afrWindowMode=0&_afrWindowId=9kjcyeafd_1#%40%3F_afrWindowId%3D9kjcyeafd_1%26_afrLoop%3D1185569764107656%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1ahsnk3itw_4.

LADWP's Rules Governing Water and Electric Service.[96] It should also be noted that the Project's estimated electricity consumption is based on usage rates that do not account for the Project's energy conservation features or updates to the Los Angeles Building Code. This represents a conservative (worst-case scenario) approach. Therefore, actual electricity consumption from the Project would likely be lower than that forecasted. **Based on the above analysis, no operational impacts associated with the consumption of electricity would occur.**

Natural Gas Demand

As shown in **Table B.6-7, Project Estimated Natural Gas Demand**, the Project is estimated to demand approximately a net increase of 2,598,500 cf/month (86,617 cf/day) of natural gas. This total represents a more conservative result since it does not take any credit for the proposed sustainable and energy conservation features of the Project.

The natural gas demand is based on natural gas usage rates from the SCAQMD and without taking credit for the Project's energy conservation features, which would reduce natural gas usage. The approximate demand is based on the best available data and is intended to provide an analysis of the estimated demand in comparison to SCG's overall supply. The SCG retail core peak day demand in 2026 is estimated at 2,849 million cf/day. The Project's 86,617 cf/day represents approximately 0.003 percent of the peak demand. Thus, there is adequate supply capacity and no impacts would occur.

Table B.6-7
Project Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf/mo)
Residential	640 units	4,011.5 cf / mo	2,567,360
Commercial	10,738 sf	2.9 cf / mo	31,140
		Total Increase	**2,598,500**

sf =square feet; cf = cubic feet; mo = month
Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate
The SCG does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Table: CAJA Environmental Services, August 2019.

The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the

96 LADWP Rules Governing Water and Electric Service: http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf.

installation of these improvements. The Project would not result in the construction of natural gas facilities (i.e., distribution lines) that would cause significant environmental impacts. **As such, no impacts on natural gas infrastructure would occur.**

In 2015, the state anticipated a surplus difference of 179 million cf of gas between the supply and demand requirements. Therefore, it is anticipated that adequate supplies exist to accommodate the Project's demand for natural gas. Even if this were not the case, SCG would make the adequate changes in order to provide the load to the customer, as SCG has an obligation to serve projects in its service area. Overall, the Project would not require the acquisition of additional natural gas resources beyond those that are anticipated by SCG.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Project operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Project would be in compliance with the City's Green Building Ordinance and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards.

The Project will implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

The Project will comply with City Ordinance No. 179,820 (Green Building Ordinance), which establishes a requirement to incorporate green building practices into projects that meet certain threshold criteria.

The Project will comply with the lighting power requirements in the California Energy Code, California Code of Regulations (CCR), Title 24, Part 6.

Therefore, because of compliance with the Green Building Ordinance and adequate projected supply and the obligation of SCG to service the Project Site, Project impacts related to natural gas would be less than significant.

Transportation Energy Demand

The Project's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of Metro bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site. As such, the Project Site is located in proximity to numerous Metro bus routes, thereby providing access for employees, patrons, and residents of the Project Site. These services provide an alternative to driving individual vehicles both into the Project Site from the surrounding areas as well as for residents, guests, and visitors at the Project Site to travel to surrounding areas. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and vehicle miles

travelled by encouraging walking, bicycling, and other nonautomotive forms of transportation, which would result in corresponding reductions in energy demand. Regarding bicycling, the Project would provide bicycle parking spaces at least to the City's Bicycle Parking Ordinance.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the state's total transportation fuel consumption. Based on the Project's estimated vehicle miles traveled (VMT)[97], and assuming the Project's mix of vehicle types (automobiles, trucks, and motorcycles) have an average fuel economy of 18.6 mpg,[98] approximately 379,972 gallons of fuel would be required in a year. This would represent approximately than 0.0003 percent of the 2012 statewide gasoline consumption (14.1 billion gallons of gasoline). Additionally, alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site would reduce the Project's consumption of gasoline and diesel. **Therefore, impacts related to petroleum consumption, during operation of the Project, would be less than significant.**

Alternative Energy Discussion

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the Project's operational demands is constrained by the energy portfolio mix managed by LADPW, the service provider for the Project Site, and limitations on the availability or feasibility of on-site energy generation. LADWP is required to commit to the use of renewable energy sources for compliance with the California Renewable Energy Resources Act, as defined in its 2013 Renewables Portfolio Standard Policy and Enforcement Program. LADWP has committed to meeting the requirement to procure at least 33 percent of their energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Eligible renewable resources are defined in the 2013 Renewable Portfolio Standard to include biodiesel; biomass; hydroelectric and small hydro (30 MW or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and "other renewables that may be defined later".[99] LADWP's target procurement of energy from renewable resources was 20 percent by 2010. As of 2012, the most recent year for which data is available, its existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 20 percent of its overall energy mix. This represents the available off-site renewable sources of energy that

97 Operational VMT derived from the Air quality trips and VMT model sheets, included in MND Appendix C.

98 Consistent with CalEEMod worker vehicles are assumed to be gasoline. Vendor and haul trips are assumed to be 100% diesel Heavy Duty Trucks.

99 City of Los Angeles, Department of Water and Power, Renewables Portfolio Standard Policy and Enforcement Program, amended December 2013.

would meet Project demand. LADWP is committed to reach a goal of 35% renewable energy by 2020.[100]

With respect to on-site renewable energy sources, because of the Project's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Geothermal energy, the use of heat naturally present in shallow soil or in groundwater or rock to provide building heating/cooling and to heat water, requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air to a building. Although methane is a renewable derived biogas, it is not available on the Project Site in commercially viable quantities or form (i.e., a form that could be used without further treatment), and its extraction and treatment for energy purposes would result in secondary impacts; it is currently regulated as a hazardous material by the City through its Methane Code.

The City's Green Building Code discusses renewable energy (Section 99.04.211):

99.04.211.4. Solar Ready Buildings [N]. Buildings for which plans were submitted to the Department for plan check and the plan check fee was paid after the effective date of the 2013 California Energy Code (Title 24, Part 6) shall comply with the following:

1. All one- and two-family dwellings, shall comply with Section 110.10(b)1A, 110.10(b)2, 110.10(b)3, 110.10(b)4, 110.10(c), 110.10(d) and 110.10(e) of the California Energy Code (Title 24, Part 6).

2. All buildings, other than one- and two-family dwellings, shall comply with Section 110.10(b) through 110.10(d) of the California Energy Code (Title 24, Part 6).

99.04.211.5. Space for Future Electrical Solar System Installation [N]. Buildings for which plans were submitted to the Department for plan check and the plan check fee was paid prior to the effective date of the 2013 California Energy Code (Title 24, Part 6), shall provide a minimum of 250 square feet of contiguous unobstructed roof area for the installation of future solar photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

Finally, solar and wind power represent variable-energy, or intermittent, resources that are generally used to augment, but not replace, natural gas-fired energy power generation, since reliability of energy availability and transmission is necessary to meet demand, which is constant. Wind-powered energy is not viable on the Project Sites due to the lack of sufficient wind in the Los Angeles basin. The California Energy Commission (CEC) studied the State's

100 https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-re-rpsprogram?_adf.ctrl-state=2zwwyiver_4&_afrLoop=482029044070877.

high wind resource potential.[101] Based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential. Wind resource areas with winds above 12 mph within Los Angeles County are located in relatively remote areas in the northwestern portion of the County. Additionally, there are no viable sites within the Project Site for placement and operation of a wind turbine. The CEC has identified areas within the State with high potential for viable solar, wind, and geothermal energy production. The CEC rated California's solar potential by county using insolation values available to typical photovoltaic system configurations, as provided by the National Renewable Energy Laboratory. Although Los Angeles as a County has a relatively high photovoltaic potential of 3,912,346 megawatt-hours (MWh)/day, inland counties such as Inyo (10,047,177 MWh/day), Riverside (7,811,694 MWh/day), and San Bernardino (25,338,276 MWh/day) are more suitable for large-scale solar power generation.[102] In addition, most of the high potential areas of greater than 6 KWh/sqm/day in Los Angeles County are concentrated in the northeastern corner of the county around Lancaster, approximately 45 miles away from the Project Site.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact.

The Project would be designed to comply with all applicable state and local codes, including the City's Green Building Ordinance and the California Green Building Standards Code. Design features that could be implemented would include, but not be limited to, use of efficient lighting technology; energy efficient heating, ventilation and cooling equipment; and Energy Star rated products and appliances.

Overall, the Project would be designed and constructed in accordance with applicable state and local green building standards that would serve to reduce the energy demand of the Project. In addition, based on the above, the Project's energy demand would be within the existing and planned electricity and natural gas capacities of LADWP and SoCalGas, respectively. Use of petroleum-based fuels during construction and operation would also be minimized. **Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant, and no mitigation measures are required.**

101 California Energy Commission. California Wind Resource Potential, http://www.energy.ca.gov/maps/renewable/Wind_Potential.pdf.

102 California Energy Commission, California Solar Resources, April 2005, http://www.energy.ca.gov/2005publications/CEC-500-2005-072/CEC-500-2005-072-D.PDF.

VII. GEOLOGY AND SOILS

In 2015, the California Supreme Court in California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the project would have a significant impact related to geology and soils if it would result in any of the following impacts.

The section is based in part on the following report, included as Appendix G of this MND:

G-1 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.

G-2 Soils Approval Letter, Los Angeles Department of Building and Safety, December 24, 2018.

G-3 Paleontology response, Natural History Museum, July 20, 2017.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact.

The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. California faults are classified as active, potentially active or inactive. Faults from past geologic periods of mountain building, but do not display any evidence of recent offset are considered "inactive" or "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the Holocene (past 11,000 years) are considered "active faults." Active faults that are capable of causing large earthquakes may also cause ground rupture. The Alquist-Priolo Act of 1971 was enacted to protect structures from hazards associated with fault ground rupture.

Faults

Recent examples of the seismic activity in the region include the 1987 Whittier Narrows earthquake and the 1994 Northridge earthquake. The closest active faults that have ruptured the ground surface in Late Quaternary time are the Hollywood Fault, which is located approximately 5.0 kilometers north of the Site, and the Newport-Inglewood Fault, which is located approximately 7.6 kilometers southwest of the Project Site. In addition to the active source faults that have ruptured the ground surface, potentially active blind thrust faults are also believed to exist at depth in the region of the site, including the Upper Elysian Park Thrust and the Puente Hills Blind Thrusts. These blind thrust faults do not explicitly rupture the surface by definition, but are inferred to exist at depth based on indirect information, such as seismicity and folded stratigraphy. Other faults in the area have a potential to generate strong ground motions at the Site, such as the Raymond Fault located about 10 kilometers to the northeast, the Verdugo Fault located about 14 kilometers to the north, the Santa Monica fault located about 11 kilometers to the northwest, and the San Andreas Fault about 57 km to the northwest.

Based on research of available literature and results of Project Site reconnaissance, no known active or potentially active faults underlie the Site. In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the Project Site is considered low.[103] **Impacts would be less than significant.**

(ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact.

The principal seismic hazard to the Project Site and Project is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels, moment-resisting frames and reinforcement. Additional precautions may be taken to protect personal property and reduce the chance of injury, including strapping water heaters and securing furniture and appliances. It is likely that the Project Site will be shaken by future earthquakes produced in southern California.

The California State Legislature enacted the Seismic Hazards Mapping Act of 1990, which was prompted by damaging earthquakes in California, and was intended to protect public safety from the effects of strong ground shaking, liquefaction, landslides, and other earthquake-related hazards. The Seismic Hazards Mapping Act requires that the State Geologist delineate various "seismic hazards zones." The maps depicting the zones are released by the California Geological Survey. The Seismic Hazards Mapping Act does not require mitigation to a level of no ground failure and/or no structural damage.

103 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.

The Site is not within an earthquake fault zone.[104]

As with most locations in southern California, there is a considerable potential for strong seismic shaking at the Project Site. The Project structures would be designed in accordance with seismic parameters contained in the City of Los Angeles and California Building Code. The design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC). Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk or loss or injury.

The Project will comply with site-specific ground motion values and seismic design criteria provided in the Geotechnical Investigation. **Therefore, impacts related to seismic ground shaking will be less than significant.**

(iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact.

Liquefaction is a phenomenon in which saturated silty to cohesion-less soils below the groundwater table are subject to temporary loss of strength due to buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Site is not within a liquefaction zone.[105]

According to the City of Los Angeles ZIMAS mapping system the Project Site is not classified within an area susceptible to liquefaction.[106]

According to the General Plan Safety Element, the Project Site is not within a liquefaction area.[107]

The Seismic Hazards Map does not classify the Project Site as part of a liquefiable area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. Based on the dense nature of the underlying Older

104 https://maps.conservation.ca.gov/cgs/EQZApp/app/
105 https://maps.conservation.ca.gov/cgs/EQZApp/app/
106 ZIMAS search: http://zimas.lacity.org/.
107 Los Angeles Safety Element, Exhibit B, Areas Susceptible to Liquefaction in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, September 21, 2018.

Alluvium and bedrock**,** the potential for liquefaction is considered remote.[108] **Therefore, no impacts with respect to liquefaction will occur.**

(**iv) Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

No Impact.

A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. A landslide area is land identified by the State of California that is located in the general area of sites that possess the potential for earthquake-induced rock falls, slope failure, and debris flow. The Project Site is not located within a mapped landslide area. No significant slopes are located near the Project Site.

The Site is not within a landslide zone.[109]

The City of Los Angeles ZIMAS mapping system does not classify the Project Site as within a landslide area.[110]

The General Plan Safety Element does not identify any area around the Project Site as a bedrock or probable bedrock landslide area.[111] The probability of seismically-induced landslides affecting the Project Site is considered to be remote, due to the lack of significant slopes on the Site and in surrounding area.[112] **Therefore, no impacts with respect to landslides will occur.**

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. Demolition (removal of the existing parking structure) and grading would expose soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading process, substantial erosion is unlikely to occur.

The Project includes two subterranean levels. Excavation of between 15 and 30 feet will also include required foundation footings and soil compaction.

All grading activities require permits from the City of Los Angeles Department of Building and Safety which reviews compliance with requirements and standards designed to limit potential

108 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.
109 https://maps.conservation.ca.gov/cgs/EQZApp/app/
110 ZIMAS search: http://zimas.lacity.org/.
111 Los Angeles Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed September 21, 2018.
112 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.

impacts to acceptable levels. In addition, all on-site grading and Project Site preparation will comply with all applicable provisions of LAMC Chapter IX, Division 70, addressing grading, excavation, and fills. The grading plan will conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division.

During construction, the Project will be required to prevent the transport of sediments from the Project Site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). Appropriate erosion control and drainage devices per the Los Angeles Municipal Code Section 91.7013 shall be provided to the satisfaction of the Los Angeles Department of Building and Safety. With the implementation of the required construction BMPs, soil erosion during construction impacts will be less than significant.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The entire Project Site would be covered by the proposed structures and landscaping that complied with LID; thus, no exposed areas subject to erosion would be created or affected by the Project. **Therefore, operation impacts related to erosion or the loss of topsoil will be less than significant.**

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact.

A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities associated with the Project must comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. As discussed in the response to Questions 6(a)(iii) and 6(a)(iv), the Project Site is not at risk for liquefaction or landslides.

Seismically-Induced Settlement

Seismically-induced settlement or compaction of dry or moist, cohesion-less soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. Some seismically-induced settlement of the proposed development should be expected as a result of strong ground-shaking. However, due to relatively dense and uniform nature of the underlying earth

materials, excessive differential settlements would not be expected to occur.[113] Therefore, impacts will be less than significant.

Based on the exploration, laboratory testing, evaluation and research, the Project is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations are followed and implemented during construction.[114] **Therefore, impacts will be less than significant.**

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact.

A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils contain significant amounts of clay which may expand or shrink with moisture variations.

The onsite geologic materials are in the very low expansive range.[115] Construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, LAMC, and other applicable building codes which includes building foundation requirements appropriate to Site-specific conditions.

The Project would comply with the recommendations and conditions in the Geotechnical Investigation. This would ensure that the Project is developed and constructed as feasible from a geotechnical perspective. **Therefore, no impact with respect to expansive soils will occur.**

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact.

This question would apply to the Project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urbanized area within the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. **Therefore, no impacts related to alternative wastewater disposal systems will occur.**

113 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.
114 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.
115 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact.

The Project Site is located in an urbanized area and has been previously disturbed by past development activities and contains existing buildings and parking structures that provides subterranean levels. The Project would require excavation for subterranean parking levels, utility and foundation work, and grading. There is a possibility of encountering a resource.

The Natural History Museum conducted a search of their paleontology collection records for the locality and specimen data for the Project Site and does not have any vertebrate fossil localities that lie directly within the Project area boundaries, but do have localities nearby from the same sedimentary deposits that occur in the area.

However, there is still the potential for buried paleontological resources to be found within the Project Site. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. **Therefore, impacts would be less than significant.**

VIII.GREENHOUSE GAS EMISSIONS

The section is based in part on the following item, included as Appendix C of this MND:

C Air Quality and Greenhouse Gases Appendices, DKA Planning, August 2019.

Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHG emissions in the atmosphere. GHG emissions are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature. Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHG emissions keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of anthropogenic GHG emissions in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.[116] Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHG emissions, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[117]

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 1.5 times between 1990 and 2008. In addition, in the Global Carbon Budget 2014 report, published in September 2014, atmospheric carbon dioxide (CO_2) concentrations in 2013 were found to be 43 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years.[118] Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. With regard to emissions of non- CO_2 GHG, these

116 Intergovernmental Panel on Climate Change, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)].

117 Center for Climate and Energy Solutions, Climate Change 101: Understanding and Responding to Global Climate Change.

118 C. Le Quéré, et al., Global Carbon Budget 2014, (Earth System Science Data, 2015, doi:10.5194/essd–7–47–2015).

have also increased significantly since 1990.[119] In particular, studies have concluded that it is very likely that the observed increase in methane (CH_4) concentration is predominantly due to agriculture and fossil fuel use.[120]

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.[121]

With regard to the adverse effects of global warming, as reported by the Southern California Association of Governments (SCAG), "Global warming poses a serious threat to the economic well-being, public health and natural environment in southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, is also a major contributor to the global warming problem."[122]

GHG Emissions Background

GHG emissions include CO_2, CH_4, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[123] Carbon dioxide is the most abundant GHG. Other GHG emissions are less abundant but have higher global warming potential than CO_2. Thus, emissions of other GHG emissions are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation,

119 USEPA, Global Greenhouse Gas Emissions Data, www.epa.gov/ghgemissions/global-greenhouse-gas- emissions-data, accessed March 17, 2017.

120 USEPA, Atmospheric Concentrations of Greenhouse Gas, updated June 2015.

121 United Nations Framework Convention on Climate Change, Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change, August 31, 2007

122 SCAG, The State of the Region—Measuring Regional Progress, December 2006, p. 121.

123 As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

transportation, heating, and cooking are the primary sources of GHG emissions. A general description of the GHG emissions is provided in **Table B.8-1**.

Global Warming Potential (GWP) is one type of simplified index based upon radiative properties used to estimate the potential future impacts of emissions of different gases upon the climate system. The GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. A summary of the atmospheric lifetime and GWP of selected gases is presented in **Table B.8-2**.[124] As indicated on the table, the GWP ranges from 1 to 22,800.

Table B.8-1
Description of Identified GHG Emissions [a]

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and is the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000

124 Atmospheric lifetime is defined as the time required to turn over the global Atmospheric burden. Source: Intergovernmental Panel on Climate Change, IPCC Third Assessment Report: Climate Change 2001 (TAR), Chapter 4: Atmospheric Chemistry and Greenhouse Gases, 2001, p. 247.

Table B.8-1
Description of Identified GHG Emissions [a]

Greenhouse Gas	General Description
	years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high-energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.
[a]GHG emissions identified in this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report. Source: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007; Environmental Protection Agency, Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride; January 2009.	

Table B.8-2
Atmospheric Lifetimes and Global Warming Potential

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide (CO_2)	50–200	1
Methane (CH_4)	12 (+/-3)	25
Nitrous Oxide (N_2O)	114	298
HFC-23: Fluoroform (CHF_3)	270	14,800
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800
Nitrogen Trifluoride (NF_3)	740	17,200
Source: IPCC, Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials, www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html, accessed May 14, 2018.		

Regulatory Framework

Federal

Federal Clean Air Act

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHG emissions are pollutants under the federal Clean Air Act (CAA), which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. The U.S. Supreme Court did not mandate that the USEPA enact regulations to reduce GHG emissions. Instead, the Court found that the USEPA could avoid taking action if it found that GHG emissions do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHG emissions contribute to climate change.

On April 17, 2009, the USEPA issued a proposed finding that GHG emissions contribute to air pollution that may endanger public health or welfare. On April 24, 2009, the proposed rule was published in the Federal Register under Docket ID No. EPA-HQ-OAR-2009-0171. The USEPA stated that high atmospheric levels of GHG emissions "are the unambiguous result of human emissions and are very likely the cause of the observed increase in average temperatures and other climatic changes." The USEPA further found that "atmospheric concentrations of greenhouse gases endanger public health and welfare within the meaning of Section 202 of the Clean Air Act." The findings were signed by the USEPA Administrator on December 7, 2009. The final findings were published in the Federal Register on December 15, 2009. The final rule was effective on January 14, 2010.[125] While these findings alone do not impose any requirements on industry or other entities, this action is a prerequisite to regulatory actions by the USEPA, including, but not limited to, GHG emissions standards for light-duty vehicles.

On April 4, 2012, the USEPA published a proposed rule to establish, for the first time, a new source performance standard for GHG emissions. Under the proposed rule, new fossil fuel–fired electric generating units larger than 25 megawatts (MW) are required to limit emissions to 1,000 pounds of CO_2 per MW-hour (CO_2/MWh) on an average annual basis, subject to certain exceptions. Subsequently, on April 23, 2018, the USEPA issued a policy stating that CO_2 emissions from biomass-fired and other biogenic sources would be considered carbon neutral when used for energy production at stationary sources.

On April 17, 2012, the USEPA issued emission rules for oil production and natural gas production and processing operations, which are required by the CAA under Title 40 of the Code of Federal Regulations, Parts 60 and 63. The final rules include the first federal air standards for natural gas wells that are hydraulically fractured, along with requirements for several other sources of pollution in the oil and gas industry that currently are not regulated at the federal level.[126]

Corporate Average Fuel Economy (CAFE) Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the George W. Bush Administration issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; in 2010, the USEPA and the NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

125 USEPA, Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, Final Rule.

126 USEPA, 2012 Final Rules for Oil and Natural Gas Industry, April 17, 2012, www.epa.gov/controlling-air- pollution-oil-and-natural-gas-industry/2012-final-rules-oil-and-natural-gas-industry, accessed January 3, 2017.

In 2010, President Obama issued a memorandum directing the USEPA, USDOT, USDOE, and NHTSA to establish additional standards regarding fuel efficiency and GHG emissions reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG emissions and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if the standards were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021. On April 2, 2018, NHTSA's plans to revise adopted standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.[127]

Building on the success of the first phase of standards, in August 2016, the USEPA and the NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards were to lower CO_2 emissions by approximately 1.1 billion metric tons and save vehicle owners fuel costs of about $170 billion.[128] On October 17, 2017, USEPA announced it would revisit these standards.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;

- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;

127 The emission reductions attributable to the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.

128 U.S. EPA, EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond, August 2016.

- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and the NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks, and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[129]

State

Executive Order S-3-05 and Executive Order B-30-15

Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005, established GHG emissions targets for the state, as well as a process to ensure the targets are met. The order directed the Secretary for the California Environmental Protection Agency (CalEPA) to report every two years on the state's progress toward meeting the Governor's GHG emission reduction targets. The statewide GHG emissions reduction targets are as follows:

- By 2010, reduce to 2000 emission levels;[130]
- By 2020, reduce to 1990 emission levels;
- By 2030, reduce to 40 percent below 1990 levels; and
- By 2050, reduce to 80 percent below 1990 levels.

Executive Order B-30-15, issued by Governor Brown in April 2015, established an additional statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. Reducing GHG emissions by 40 percent below 1990 levels in 2030 and by 80 percent below 1990 levels by 2050 (consistent with Executive Order S-3-05) aligns with scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius.[131]

The State Legislature adopted equivalent 2020 and 2030 statewide targets in the California Global Warming Solutions Act of 2006 (also known as Assembly Bill [AB] 32) and Senate Bill 32, respectively, both of which are discussed below. However, the Legislature has not yet adopted a target for the 2050 horizon year.

129 A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

130 The 2010 target to reduce GHG emissions to 2000 levels was not met. Source: Rubin, Thomas A.," Does California Really Need Major Land Use and Transportation Changes to Meet Greenhouse Gas Emissions Targets?," July 3, 2013.

131 CARB, Frequently Asked Questions about Executive Order B-30-15, 2030 Carbon Target and Adaptation FAQs, April 29, 2015.

As a result of Executive Order S-3-05, the California CAT, led by the Secretary of CalEPA, was formed. The CAT is made up of representatives from a number of state agencies and was formed to implement global warming emission reduction programs and to report on the progress made toward meeting statewide targets established under the Executive Order. The CAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.[132] The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. "Intelligent transportation systems" is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.[133]

Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32

The California Global Warming Solutions Act of 2006 (also known as AB 32) commits the state to achieving the following:

- By 2010, reduce to 2000 GHG emission levels;[134] and
- By 2020, reduce to 1990 levels.

To achieve these goals, which are consistent with the California CAT GHG emissions reduction targets for 2010 and 2020, AB 32 mandates that the California Air Resources Board (CARB) establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG emissions reductions.[135]

Senate Bill (SB) 32, signed September 8, 2016, updates AB 32 (the Global Warming Solutions Act) to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires the state board to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel,

132 CalEPA, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

133 CalEPA, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 58.

134 The 2010 target to reduce GHG emissions to 2000 levels was not met. Source: Rubin, Thomas A., "Does California Really Need Major Land Use and Transportation Changes to Meet Greenhouse Gas Emissions Targets?", July 3, 2013.

135 CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are: (1) a low- carbon fuel standard, which reduces carbon intensity in fuels statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.

putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Climate Change Scoping Plan

In 2008, CARB approved the original *Climate Change Scoping Plan* as required by AB 32.[136] Subsequently, CARB approved updates to the *Climate Change Scoping Plan* in 2014 *(First Update)* and 2017 *(2017 Update)*, with the *2017 Update* considering SB 32 (adopted in 2016) in addition to AB 32. The original *Climate Change Scoping Plan* proposed a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.[137] The original *Climate Change Scoping Plan* identified a range of GHG reduction actions that included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms, such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The original *Climate Change Scoping Plan* called for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions were addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard (LCFS), and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to use energy more efficiently. Utility energy providers were required change to include more renewable energy sources through implementation of the Renewables Portfolio Standard (RPS).[138] Additionally, the original *Climate Change Scoping Plan* emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicated that substantial savings of electricity and natural gas would be accomplished through "improving energy efficiency by 25 percent." The original *Climate Change Scoping Plan* identified a number of specific issues relevant to the Project, including the following:

- The potential of using the green building framework as a mechanism, which could enable GHG emissions reductions in other sectors (i.e., electricity, natural gas), noting that:

  A Green Building strategy will produce greenhouse gas savings through buildings that exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Combined, these measures can also contribute to healthy indoor air quality, protect human health, and minimize impacts to the environment.

136 Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.
137 CARB, Climate Change Scoping Plan, December 2008.
138 For a discussion of Renewables Portfolio Standard, refer to Subsection 2(h)(i), California Renewables Portfolio Standard.

- The importance of supporting the Department of Water Resources' work to implement the Governor's objective to reduce per capita water use by 20 percent by 2020. Specific measures to achieve this goal include water use efficiency, water recycling, and reuse of urban runoff. The original *Climate Change Scoping Plan* noted that water use requires significant amounts of energy, including approximately one-fifth of statewide electricity.

- Encouraging local governments to set quantifiable emission reduction targets for their jurisdictions and use their influence and authority to encourage reductions in emissions caused by energy use, waste and recycling, water and wastewater systems, transportation, and community design.

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the scope of the reductions California has to make to return to the 1990 emissions level by 2020 as required by AB 32. CARB originally defined the "business-as-usual" or BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the original *Climate Change Scoping Plan*. For example, in further explaining CARB's BAU methodology, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards. In the original *Climate Change Scoping Plan*, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020, absent GHG-reducing laws and regulations).[139]

Subsequent to adoption of the original *Climate Change Scoping Plan*, a lawsuit was filed challenging CARB's approval of the *Climate Change Scoping Plan Functional Equivalent Document* (*FED to the Climate Change Scoping Plan*). On May 20, 2011 (Case No. CPF-09-509562), the Court found that the environmental analysis of the alternatives in the *FED to the Climate Change Scoping Plan* was not sufficient under the California Environmental Quality Act (CEQA). CARB staff prepared a revised and expanded environmental analysis of the alternatives, and the *Supplemental FED to the Climate Change Scoping Plan* was approved on August 24, 2011 (*Supplemental FED*). The *Supplemental FED* indicated that there is the potential for adverse environmental impacts associated with implementation of the various GHG emission reduction measures recommended in the *Climate Change Scoping Plan*.

As part of the *Supplemental FED*, CARB updated the projected 2020 BAU emissions inventory based on then current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020 BAU emissions inventory. CARB staff derived the updated emissions estimates by projecting emissions growth, by sector, from the state's average emissions from 2006 through 2008. Specific emission reduction measures included were the million-solar-roofs program, the AB 1493 (Pavley I) motor

139 CARB, Climate Change Scoping Plan: A Framework for Change, p. 12, December 2008.

vehicle GHG emission standards, and the LCFS.[140] In addition, CARB also factored into the 2020 BAU inventory emissions reductions associated with a 33-percent RPS for electricity generation. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 percent (down from 28.5 percent) from BAU conditions. When the 2020 emissions level projection also was updated to account for newly implemented regulatory measures discussed above, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16 percent (down from 28.5 percent) from the BAU conditions.[141][142]

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework* (First Update).[143] The stated purpose of the First Update was to "highlight… California's success to date in reducing its GHG emissions and lay…the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.[144] The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32 and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.[145]

In conjunction with the First Update, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050.[146] Those six areas were: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The First Update identified key recommended actions for each sector that would facilitate achievement of the 2050 reduction target.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050."[147] Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

140 Pavley I is the first GHG standards in the nation for passenger vehicles and took effect for model years starting in 2009 to 2016. Pavley I could potentially result in 27.7 million metric tonnes CO2e reduction in 2020. Pavley II will cover model years 2017 to 2025 and potentially result in an additional reduction of 4.1 million metric tons CO2e.

141 CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2.

142 The emissions and reductions estimates found in the Supplemental FED to the Climate Change Scoping Plan fully replace the estimates published in the 2008 Climate Change Scoping Plan. See CARB, Resolution 11-27 (Aug. 24, 2011) (setting aside approval of 2008 Climate Change Scoping Plan and associated emissions forecasts and approving the Supplemental FED). The estimates in the 2008 document are 596 million metric tons CO2e under 2020 BAU and a required reduction of 169 million metric tons CO2e (28.4 percent).

143 Health & Safety Code §38561(h) requires CARB to update the Scoping Plan every five years.

144 CARB, First Update, May 2014, p. 4.

145 CARB, First Update, May 2014, p. 34.

146 CARB, First Update, May 2014, p. 6.

147 CARB, First Update, May 2014, p. 32

The First Update discussed new residential and commercial building energy efficiency improvements, specifically identifying progress towards zero net energy buildings as an element of meeting mid-term and long-term GHG emissions reduction goals. The First Update expressed CARB's commitment to working with the California Public Utilities Commission (CPUC) and California Energy Commission (CEC) to facilitate further achievements in building energy efficiency.

In December 2017, CARB adopted California's 2017 *Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan Update*). The *2017 Scoping Plan Update* builds upon the framework established by the original *Climate Change Scoping Plan* and the First Update while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. The 2017 Scoping Plan Update includes policies to require direct GHG emissions reductions at some of the state's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constrains and reduces emissions at covered sources.[148]

Assembly Bill 197

Assembly Bill (AB) 197, signed September 8, 2016, is a bill linked to SB 32 that prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its Internet Web site the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and also creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state's programs, policies, and investments related to climate change.

Cap-and-Trade Program

The original *Climate Change Scoping Plan* identified a cap-and-trade program as one of the strategies for California to reduce GHG emissions. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap are able to trade permits to emit GHG emissions within the overall limit. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020.[149]

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32 and the State Legislature extended the Program through 2030 with the adoption of Assembly Bill 398. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources,

148 CARB, 2017 Scoping Plan Update, November 2017, p. 7

149 With continuation of the Cap-and-Trade Program, the State can achieve a 40-percent reduction target by 2030.

such as refineries and power plants, (deemed "covered entities"). "Covered entities" subject to the Cap-and-Trade Program are sources that emit more than 25,000 metric tons CO2e (MTCO2e) per year. Triggering of the 25,000 MTCO2e per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or MRR).

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or in part (if eligible) and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender an allowance for each metric ton CO2e of GHG they emit.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2030 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a cumulative basis. As summarized by CARB in the First Update:

The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced.

For example, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a commensurate reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2030 GHG emissions reduction mandate.

The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices.

Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. […][150] [T]he Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions.[151] Overall, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the state's emissions forecasts and the effectiveness of direct regulatory measures. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions.[152]

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and- Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[153] Furthermore, the Cap-and-Trade Program also covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle-miles traveled (VMT) are covered by the Cap-and-Trade Program.

Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

Energy-Related Sources

California Renewables Portfolio Standard

The California RPS program (2002, SB 1078) required that 20 percent of the available energy supplies are from renewable energy sources by 2017. In 2006, SB 107 accelerated the 20 percent mandate to 2010. These mandates apply directly to investor-owned utilities. On April 12, 2011, California Governor Jerry Brown signed into law SB 2X, which modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California SB 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016. These levels of reduction are

150 CARB, First Update, May 2014, p. 88.

151 CARB, First Update, May 2014, pp. 86–87.

152 Center for Climate and Energy Solutions, California Cap-and-Trade, www.c2es.org/us-states-regions/key- legislation/california-cap-trade, accessed February 10, 2017.

153 While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, fuel suppliers did not have a compliance obligation (i.e., they were not fully regulated) until 2015.

consistent with the Los Angeles Department of Water and Power's (LADWP) commitment to achieve 35 percent renewables by 2020.

In 2017, LADWP indicated that 29 percent of its electricity came from renewable resources in Year 2016. Therefore, under SB 2X, LADWP is required to increase its electricity from renewable resources by an additional 4 percent to comply with the RPS of 33 percent.[154]

Senate Bill 350

Senate Bill (SB) 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by December 31, 2030; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.[155]

Senate Bill 1368

Senate Bill (SB) 1368, signed September 29, 2006, is a companion bill to AB 32 that requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the state. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB32. On January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per MWh. Furthermore, on May 23, 2007, the CEC adopted regulations that establish and implement an identical Emissions Performance Standard of 1,100 pounds of CO_2 per MWh (see CEC Order No. 07-523-7).

Mobile Sources

Assembly Bill 1493 (Pavley I)

Assembly Bill (AB) 1493, passed in 2002, requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state. CARB originally approved regulations to reduce GHG emissions from passenger vehicles in September 2004, with the regulations to take effect in 2009. On September 24, 2009, CARB adopted amendments to these "Pavley" regulations that reduce

154 LADWP, 2015 Power Integrated Resource Plan, December 2016, Table D-1, LADWP's 2014 Power Content Label, p. D-19.

155 Senate Bill 350 (2015–2016 Reg, Session) Stats 2015, ch. 547.

GHG emissions in new passenger vehicles from 2009 through 2016.[156] Although setting emission standards on automobiles is solely the responsibility of the USEPA, the federal CAA allows California to set state-specific emission standards on automobiles if the state first obtains a waiver from the USEPA. The USEPA granted California that waiver on July 1, 2009. A comparison between the AB 1493 standards and the Federal CAFE standards was completed by CARB and the analysis determined that California emission standards are 16 percent more stringent through the 2016 model year and 18 percent more stringent for 2020 model year.[157] California is also committed to further strengthening these standards beginning with 2020 model year vehicles to obtain a 45-percent GHG reduction in comparison to the 2009 model year.

Executive Order S-1-07 (California Low Carbon Fuel Standard)

Executive Order S-1-07, the LCFS (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the LCFS were directed to CARB. The LCFS has been identified by CARB as a discrete early action item in the adopted *Climate Change Scoping Plan*. The LCFS program was re-adopted in 2015 and will continue to complement other AB 32 measures, transform and diversify the fuel pool, and is a key part of the State's petroleum reduction goals for 2030.

Advanced Clean Cars Regulations

In 2012, CARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for model years 2015–2025.[158] The components of the Advance Clean Car program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero- Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[159] In March 2017, CARB voted unanimously to continue with the vehicle greenhouse gas emission standards and the ZEV program for cars and light trucks sold in California through 2025.[160]

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, Senate Bill (SB) 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. This legislation links regional planning for

156 CARB, Clean Car Standards—Pavley, Assembly Bill 1493, www.arb.ca.gov/cc/ccms/ccms.htm, last reviewed January 11, 2017.

157 CARB, "Comparison of Greenhouse Gas Reductions for all Fifty United States under CAFE Standards and ARB Regulations Adopted Pursuant to AB 1493", January 23, 2008.

158 CARB, California's Advanced Clean Cars Program, www.arb.ca.gov/msprog/acc/acc.htm, last reviewed by CARB January 18, 2017.

159 CARB, California's Advanced Clean Cars Program, www.arb.ca.gov/msprog/acc/acc.htm, last reviewed by CARB, January 18, 2017.

160 CARB, News Release: CARB finds vehicle standards are achievable and cost-effective, https://www.arb.ca.gov/newsrel/newsrelease.php?id=908, accessed May 14, 2018.

housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduce passenger VMT and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target could be achieved through alternative development patterns, infrastructure, and/or transportation measures.

Building Standards

California Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608)

The 2014 Appliance Efficiency Regulations, adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

California Building Energy Efficiency Standards (Title 24, Part 6)

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.[161] The CEC adopted the 2016 Title 24 standards, which became effective on January 1, 2017, and are applicable to the Project.[162] The 2016 standards continue to improve upon the 2013 Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings.[163] Compliance with Title 24 is enforced through the building permit process.

California Green Building Standards (CALGreen Code)

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2017. Most mandatory measure changes in the 2016 CALGreen Code from the previous 2013 CALGreen Code were related to the definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For example, several definitions related to energy that were added or revised affect electric vehicles chargers and charging and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional electric vehicle charging space requirements, including quantity, location, size, single

161 CEC, 2016 Building Energy Efficiency Standards, www.energy.ca.gov/title24/2016standards/, accessed May 14, 2018
162 CEC, 2016 Building Energy Efficiency Standards, www.energy.ca.gov/title24/2016standards/, accessed February 10, 2017.
163 CEC, 2016 Building Energy Efficiency Standards, www.energy.ca.gov/title24/2016standards/, accessed February 10, 2017.

EV space, multiple EV spaces, and identification.[164] For nonresidential mandatory measures, the table (Table 5.106.5.3.3) identifying the number of required EV charging spaces has been revised in its entirety.[165] Compliance with Title 24 is enforced through the building permit process. The 2019 CalGreen code updates were published July 1, 2019 with an effective date of January 1, 2020.

Senate Bill 97

On June 19, 2008, the Office of Planning and research (OPR) released a technical advisory on addressing climate change. This guidance document outlines suggested components to CEQA disclosure, including quantification of GHG emissions from a project's construction and operation; determination of significance of the project's impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures. Senate Bill (SB) 97, passed in August 2007, is designed to work in conjunction with CEQA and AB 32. SB 97 requires OPR to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof, including, but not limited to, the effects associated with transportation and energy consumption. The Draft Guidelines Amendments for Greenhouse Gas Emissions (Guidelines Amendments) were adopted on December 30, 2009 and address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments.[166] The Guidelines Amendments require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance- based standards. Furthermore, the Guidelines Amendments identify the following three factors that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

164 California Building Standards Commission, 2016 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11, Chapter 4—Residential Mandatory Measures, effective January 1, 2017.

165 California Building Standards Commission, 2016 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11, Chapter 5—Nonresidential Mandatory Measures, effective January 1, 2017.

166 See 14 Cal. Code Regs. §§ 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHG emissions).

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[167]

The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis."[168]The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. SB 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document required by CEQA, which has not been finalized.

Regional

South Coast Air Quality Management District

The Southern California Air Quality Management District (SCAQMD) adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

Southern California Association of Governments

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS) on April 7, 2016.[169] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012–2035 RTP/SCS. These foundational policies, which guided the development of the 2016–2040 RTP/SCS's strategies for land use, include the following:

167 14 Cal. Code Regs. § 15064.4(b).
168 Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.
169 SCAG, Final 2016–2040 RTP/SCS.

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;[170]
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The 2016–2040 RTP/SCS states that the SCAG region is home to about 18.3 million people in 2012 and currently includes approximately 5.9 million homes and 7.4 million jobs.[171] By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of regional total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.[172] The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

170 Complete language: "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pp. 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

171 2016–2040 RTP/SCS population growth forecast methodology includes data for years 2012, 2020, 2035 and 2040.

172 Defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 miles of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

The 2016–2040 RTP/SCS is expected to reduce per capita transportation emissions by 8 percent by 2020 and 18 percent by 2035. This level of reduction would meet the region's GHG targets set by CARB of 8 percent per capita by 2020 and exceed the region's GHG target set by CARB of 13 percent per capita by 2035.[173] Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS's GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.[174] The 2016–2040 RTP/SCS would result in an estimated 21 percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

Local

City of Los Angeles Green LA Action Plan/Climate LA Plan

The City of Los Angeles (City) began addressing the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by year 2030. To achieve this, the City has been implementing the following:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.[175]

To facilitate implementation of the LA Green Plan, the City has a Climate LA Plan that lays out departmental programs to implement the Action Plan's initiatives. The City also adopted the Los Angeles Green Building Code, as discussed below. In addition, LADWP will continue to implement programs to emphasize water conservation and will also pursue securing alternative supplies, including recycled water and storm water capture. Furthermore, the City implemented the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles plan (RENEW LA plan) to meet solid waste reduction goals by expanding recycling to multifamily dwellings, commercial establishments, and restaurants. Under the RENEW LA plan,

173 SCAG, Final 2016–2040 RTP/SCS, Executive Summary, p. 8, April 2016.
174 SCAG, Final Program Environmental Impact Report for 2016–2040, RTP/SCS, April 2016, Figure 3.8.4-1.
175 City of Los Angeles, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming, May 2007.

the City is also developing facilities that will convert solid waste to energy without incineration.[176] These measures would serve to reduce overall emissions from the City.

City of Los Angeles Green Building Code

On December 15, 2011, the Los Angeles City Council approved Ordinance No. 181,481, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2010 CALGreen Code. On December 20, 2016, the Los Angeles City Council approved Ordinance No. 184,692, which further amended Chapter IX of the LAMC, by amending certain provisions of Article 9 to reflect local administrative changes and incorporating by reference portions of the 2016 CALGreen Code. Projects filing building permit applications on or after January 1, 2017 must comply with the provisions of the Los Angeles Green Building Code.

City of Los Angeles Sustainable City pLAn

The Sustainable City pLAn was adopted in 2015 and includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[177] Specific targets include increasing construction of new housing units within 1,500 feet of transit by 2017, reducing vehicle miles traveled per capita by five percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn will be updated every four years.

Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the Transportation Impact Study Guidelines (TISG) (December 2016) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation impact study. The TSIG is consistent with the City's goals to emphasize the importance of sustainability, smart growth, and reduction of GHG emissions in addition to traditional traffic flow considerations when evaluating and mitigating impacts to the transportation system as a result of land use policy decisions. The TSIG prioritizes transportation demand management strategies and multi-modal strategies over automobile-centric solutions when mitigating project-related impacts to the City's transportation system. Through acknowledgement of an imminent update that will identify VMT reduction thresholds, the TSIG stands as an implementing mechanism of the City's strategy to conform to the mandates and requirements of AB 32, SB 375, and SB 743.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

176 City of Los Angeles, Recovering Energy Natural Resources and Economic Benefit from Waste for Los Angeles, June 2011.

177 City of Los Angeles, Sustainable City pLAn, April 2015.

Less Than Significant Impact.

Project Emissions

Compliance with a GHG emissions reduction plan renders a project's GHG emissions less than significant. In support of the consistency analysis which describes the Project's compliance with or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the *Climate Change Scoping Plan*, the 2016–2040 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn, quantitative calculations are provided below.

The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including the following:

- Construction: emissions associated with demolition of the existing buildings parking areas, shoring, excavation, grading, and construction-related equipment and vehicular activity;
- Area source: emissions associated with landscape equipment;
- Energy source (building operations): emissions associated with space heating and cooling, water heating, energy consumption, and lighting;
- Stationary source: emissions associated with stationary equipment (e.g., emergency generators);
- Mobile source: emissions associated with vehicles accessing the project site;
- Solid Waste: emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon; and
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.

The Project would generate an incremental contribution to and a cumulative increase in GHG emissions. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Project is provided below.

Construction

Project construction is anticipated to be completed in 2026 with occupancy in 2026. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in **Appendix C** of the MND. The GHG emissions associated with construction of the Project were calculated for each year of construction activity. A summary of GHG emissions for each year of construction is presented in **Table B.8-3**.

As presented in **Table B.8-3**, construction of the Project is estimated to generate a total of 4,187 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the

Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.[178] This results in annual Project construction emissions of 140 $MTCO_2e$. A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in **Appendix C** of the MND.

Table B.8-3
Combined Construction-Related Emissions ($MTCO_2e$)

Year	$MTCO_2e$[a]
2022	1,570
2023	823
2024	822
2025	972
Total	**4,187**
Amortized Over 30 Years	**140**

A CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Construction CalEEMod output file within Appendix C of the MND.
Source: DKA Planning, 2019.

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Operation

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes hearths and landscape maintenance equipment. As shown in **Table B.8-4**, the Project would result in a total of approximately11 $MTCO_2e$ per year from area sources.

Table B.8-4
Annual GHG Emissions Summary (Buildout) [a]

Component	$MTCO_2$ [a]
Area [b]	11
Energy [c] (electricity and natural gas)	4,531
Mobile	3,281

178 SCAQMD Governing Board Agenda Item 31, December 5, 2008.
179 SCAQMD Governing Board Agenda Item 31, December 5, 2008.

Solid Waste [d]	190
Water/Wastewater [e]	546
Construction	140
Total Emissions	**8,698**

(metric tons of carbon dioxide equivalent [MTCO2e])
[a] CO2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix C of the MND.
[b] Area source emissions are from landscape equipment and other operational equipment.
[c] Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.
[d] Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.
[e] Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.
Source: DKA Planning, 2018.

Electricity and Natural Gas Generation Emissions

GHG emissions are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHG emissions are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for LADWP were selected in CalEEMod. The carbon intensity (lbs/MWh) for electricity generation was calculated for the Project buildout year based on LADWP projections. A straight-line interpolation was performed to estimate the LADWP carbon intensity factor for the Project buildout year. LADWP's carbon intensity projections also take into account SB 350 RPS requirements for renewable energy.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and the California Residential Appliance Saturation Survey (RASS) studies.[180] The data are specific for climate zones; therefore, Zone 11 was selected for the Project Site based on the zip code tool. Since these studies are based on older

180 CEC, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.

buildings, adjustments have been made to account for changes to Title 24 building codes but do not reflect 2016 Title 24 standards. For the Project scenario, an adjustment was made to account for the 2016 Title 24 standards. The 2016 Title 24 standards would be applicable to the Project as the Project would be built after January 1, 2017, when the 2016 Title 24 standards went into effect. The 2016 Title 24 standards are 28 percent more efficient (for electricity) than the 2013 Title 24 standards for residential construction and 5 percent more efficient (for electricity) for non-residential construction.[181]

As shown in **Table B.8-4**, Project GHG emissions from electricity and natural gas usage would result in a total of 4,531 MTCO2e per year.

Mobile Source Emissions

Mobile-source emissions were calculated using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, employees, visitors, and delivery vehicles visiting the Project Site based on the number of daily trips generated and VMT.

Mobile source operational GHG emissions were calculated using CalEEMod and are based on the Project trip-generation estimates. As discussed in **Section B.17, Transportation**, of the MND, to calculate daily trips, the number of residential units and amount of building area for the commercial retail and restaurant uses were multiplied by the applicable trip-generation rates based on the Institute of Transportation Engineers (ITE)'s *Trip Generation, 10th Edition*.

The Project represents an infill development within an urbanized area that would concentrate new residential and commercial retail and restaurant uses within an HQTA.[182] The Project Site is located in Koreatown with proximity to Metro local and Rapid bus service on Wilshire Boulevard, and the nearby Metro Rail Purple Line station. The Project would provide bicycle storage areas for Project residents and visitors. The Project would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for transportation related design techniques.[183] These techniques would reduce vehicle trips and VMT associated with the Project relative to the standard ITE trip generation rates, which would result in a comparable reduction in VMT and associated GHG emissions.

181 CEC, 2016 Building Energy Efficiency Standards, Frequently Asked Questions.

182 The Project Site is also located in Transit Priority Area as defined by Public Resources Code Section 20199. Public Resources Code Section 21099 defines a "transit priority area" as an area within 0.5 miles of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Also refer to the City's ZIMAS System regarding the location of the Project Site within a Transit Priority Area. www.zimas.lacity.org, accessed December 12, 2016.

183 CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, 2010.

Techniques applicable to the Project include the following (a brief description of the Project's relevance to the measure is also provided):

- **CAPCOA Measure LUT-1 – Increase Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies, such as enhanced transit services. The Project would increase the Project Site's density with 640 residences and 10,738 square feet of commercial uses.

- **CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use):** The Project would introduce new uses on the Project Site, including new residential and commercial uses. The Project would co-locate complementary residential and commercial uses in proximity to other existing off site residential and commercial uses. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation (i.e., walking and biking), which would result in corresponding reductions in transportation-related emissions.

- **CAPCOA Measure LUT-4 – Increase Destination Accessibility:** The Project Site is located in Koreatown near Downtown Los Angeles, a primary job center, also easily accessible by public transportation. Access to multiple destinations, and other commercial and retail uses in proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions as a result of the Project.

- **CAPCOA Measure LUT-5 – Increase Transit Accessibility:** The Project would be located near a Metro Purple Line station, as well as Metro local and Rapid Bus service on Wilshire Boulevard. The Project would also provide bicycle parking spaces for resident and commercial uses to encourage utilization of alternative modes of transportation.

- **CAPCOA Measure LUT-9 – Improve Design of Development:** The Project would enhance the pedestrian environment by developing ground floor live/work spaces, commercial retail and improved streetscape, which would enhance walkability in the Project vicinity. The Project would also locate a development with a high level of street access, which improves street accessibility and connectivity.

- **CAPCOA Measure SDT-2 – Traffic Calming Measures:** Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift results in a decrease in VMT. Streets within a half mile of the Project Site are equipped with sidewalks, and several of the intersections include marked crosswalks and/or count-down signal timers that calm traffic.

CalEEMod calculates VMT based on the type of land use, trip purpose, and trip type percentages for each land use subtype in the project (primary, diverted, and pass-by). As shown

in **Table B.8-8** the Project GHG emissions from mobile sources would result in a total of 3,281 MTCO2e per year. This estimate reflects reductions attributable to the Project's characteristics (e.g., infill project near transit that supports multi-modal transportation options), as described above.

Solid Waste Generation Emissions

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of the USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown in **Table B.8-4**, the Project scenario is expected to result in a total of 190 $MTCO_2e$ per year from solid waste that accounts for a 50-percent recycling/diversion rate.

Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water, and treat wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water; these include (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water.[184] GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod. Water usage rates were calculated consistent with the requirements under City Ordinance No. 184,248, 2016 California Plumbing Code, 2016 CALGreen, 2017 Los Angeles Plumbing Code, and 2017 Los Angeles Green Building Code, and reflect an approximately 20 percent reduction as compared to the base demand.

As shown in **Table B.8-4**, Project GHG emissions from water/wastewater usage would result in a total of 546 $MTCO_2e$ per year, which reflects a 20-percent reduction in water/wastewater emissions consistent with building code requirements as compared to the Project without sustainability features related to water conservation.

Combined Construction and Operational Emissions

As shown in **Table B.8-4**, when taking into consideration implementation of Project design features provided throughout this MND, including the requirements set forth in the City's Green Building Code and the full implementation of current state mandates, the GHG emissions for the

184 The intensity factor reflects the average pounds of CO2e per megawatt generated by a utility company.

Project would equal 4,187 $MTCO_2e$ per year (amortized over 30 years) during construction and 140 $MTCO_2e$ per year during operation of the Project with a total of 8,698 $MTCO_2e$ per year.

Estimated Reduction of Project Related GHG Emissions Resulting from Consistency with Plans

As noted earlier, one approach to demonstrating a project's consistency with GHG plans is to show how a project will reduce its incremental contribution through a NAT comparison. The analysis in this section includes potential emissions under a NAT scenario and from the Project at build-out based on actions and mandates expected to be in force in 2020.

As shown in **Table B.8-5**, the emissions for the Project and its associated CARB 2020 NAT scenario are estimated to be 8,698 and 13,372 $MTCO_2e$ per year, respectively, which shows the Project would reduce emissions by 35 percent from CARB's 2020 NAT scenario.

Table B.8-5
Estimated Reduction of Project-Related GHG Emissions Resulting from Consistency with Plans

Scenario and Source	NAT Scenario*	As Proposed Scenario	Reduction from NAT Scenario	Change from NAT Scenario
Area Sources	11	11	-	0%
Energy Sources	7,812	4,531	-3,281	-42%
Mobile Sources	4,674	3,281	-1,393	-30%
Waste Sources	190	190	-	0%
Water Sources	546	546	-	0%
Construction	140	140	-	0%
Total Emissions	**13,372**	**8,698**	**-4,674**	**-35%**

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.

* NAT scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures (2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).

Source: DKA Planning, 2019.

The analysis in this MND uses the 2017 Scoping Plan's statewide goals as one approach to evaluate the Project's incremental contribution. The methodology used is to compare the Project's emissions as proposed to the Project's emissions if the Project were built using a NAT approach in terms of design, methodology, and technology. This means the Project's emissions were calculated as if it was constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

While the AB 32 Scoping Plan's cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its NAT comparison based on the Scoping Plan is appropriate because the Project would contribute to statewide GHG reduction goals. Specifically, the Project's mixed-use nature and location in an existing urban setting provide opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. This produces substantial reductions in the amount of vehicle trips and vehicle miles traveled that no longer are made. Second, it would eliminate many vehicle trips because travel to and from the Project Site could be captured by public transit and pedestrian travel instead. Finally, it would attract existing trips on the street network that would divert to the proposed uses.

Post-2020 Analysis

Recent studies show that the State's existing and proposed regulatory framework will put the State on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted.[185] Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target. Subsequent to the findings of these studies, SB 32 was passed on September 8, 2016, and would require the state board to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. As discussed above, the new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

As discussed above, SCAG's 2016-2040 RTP/SCS establishes a regulatory framework for achieving GHG reductions from the land use and transportation sectors pursuant to SB 375 and the state's long-term climate policies. The 2016-2040 RTP/SCS ensures VMT reductions and other measures that reduce regional emissions from the land use and transportation sectors. Specifically, the 2016–2040 RTP/SCS would result in an estimated 8 percent decrease in per capita GHG emissions by 2020, an 18-percent decrease in per capita GHG emissions by 2035, and a 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding

185 Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors.

the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The Project is the type of land use development that is encouraged by the RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with State climate targets for 2020 and beyond. In addition, as demonstrated above in Table B.8-5, the Project would be consistent with the Actions and Strategies set forth in the 2016–2040 RTP/SCS. Therefore, the Project would be consistent with the 2016–2040 RTP/SCS.

b) Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

Consistency with Applicable Plans and Policies

Statewide: Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a *Climate Change Scoping Plan* as required by AB 32 that has been updated over time to reflect updated strategies.[186] In addition, SB 32 was approved in 2016, calling for deeper GHG emissions reductions by 2030. The *2017 Climate Change Scoping Plan* addresses the 2030 horizon and has a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce Project-related GHG emissions.

Provided in **Table B.8-6** is an evaluation of the Project's consistency with applicable reduction actions/strategies by emissions source category outlined in the *2017 Climate Change Scoping Plan Update*.[187] As discussed therein, the Project would be consistent with the GHG reduction-related actions and strategies of the 2017 *Climate Change Scoping Plan Update*. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the

186 Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.

187 An evaluation of stationary sources is not necessary as the stationary sources emissions will be created by emergency generators that would only be used in an emergency.

2030 target. These measures build upon those identified in the *2017 Climate Change Scoping Plan Update*. Provided in **Table B.8-7** is an evaluation of the Project's consistency with applicable reduction actions/strategies in the 2017 Scoping Plan Update. As discussed therein, the Project would be consistent with the GHG reduction-related actions and strategies of the *2017 Climate Change Scoping Plan Update.* Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. **Based on the analysis in Table B.8-6 and Table B.8-7 the Project would be consistent with the State's Climate Change Scoping Plan.**

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	**Consistent.** There would be a prohibition of hearths (woodstove and fireplaces) installed in the residential units. All cooking stoves would either be electric or natural gas, not wood-burning.
Energy		
California Renewables Portfolio Standard (RPS) program: Senate Bill 2X modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016.	LADWP	**Consistent.** LADWP's commitment to achieve 35 percent renewables by 2020 would exceed the requirement under the RPS program of 33 percent renewables by 2020. In 2017, LADWP indicated that 29 percent of its electricity came from renewable resources in Year 2016.[a] As LADWP would provide electricity service to the Project Site, the Project would use electricity that is produced consistent with this performance-based standard. Electricity-related GHG emissions assume that LADWP will receive at least 33 percent of their electricity from renewable sources by the 2020.
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030 and also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.[b]	State Energy Resources Conservation and Development Commission and LADWP	**Consistent.** LADWP would be required to generate electricity that would increase renewable energy resources to 50 percent by 2030. As LADWP would provide electricity service to the Project Site, the Project by 2030 would use electricity consistent with the requirements of SB 350. Project buildout would occur in Year 2021 and, therefore, the estimated GHG emissions from electricity usage provided herein conservatively do not include implementation of SB 350 with a compliance date of 2030. Electricity GHG emissions would be further reduced by 17 percent by Year 2030, as the electricity provided to the Project Site would meet the requirements under SB 350.

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under the California Code of Regulations (CCR), Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, heating ventilation and air-conditioning (HVAC) systems and insulation. The Project would support this action/strategy because it includes compliance with specific requirements of the Los Angeles Green Code (consistency with this regulation is discussed below).
Senate Bill 1368 (SB 1368): GHG Emissions Standard for Baseload Generation prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	State, CEC, and LADWP	**Consistent.** LADWP meets the requirements of SB 1368. As LADWP would provide electricity service to the Project Site, the Project would use electricity that meets the requirements under SB 1368.
California Code of Regulations (CCR), Title 20: The 2012 Appliance Efficiency Regulations, adopted by the California Energy Commission (CEC), include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.	State and CEC	**Consistent.** The Appliance Efficiency Regulations apply to new appliances and lighting that are sold or offered for sale in California. The Project would include new appliances and lighting that comply with this energy efficiency standard. In addition, **Section B.6, Energy**, of the MND, demonstrates that the Project efficiently uses energy and does not result in wasteful energy use.
CCR, Title 24, Building Standards Code: The 2013 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code),	State and CEC	**Consistent.** Consistent with regulatory requirements, the Project must comply with applicable provisions of the 2016 Los Angeles Green Code that in turn requires compliance with mandatory standards included in the California Green Building Standards. The 2016 Title 24 standards are 28 percent more efficient (for electricity) than residential construction built to the 2013 Title 24 standards and 5 percent more efficient (for electricity) for non-residential construction built to 2013 Title 24 standards.[c] The 2016 Title 24 standards are more efficient than the 2020 Projected Emissions under Business-as-Usual in CARB's *Climate Action Scoping Plan*. The standards promote the use of better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
water conservation, material conservation, and internal air contaminants.		in homes and businesses. Thus, the Project has incorporated energy efficiency standards that are substantially more effective than the measures identified in the *Climate Action Scoping Plan* to reduce GHG emissions.
Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the United States to phase out incandescent light bulbs between 2012 and 2014 resulting in approximately 25 percent greater efficiency for light bulbs and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.	Federal/ Manufacturers	**Consistent.** EISA would serve to reduce the use of incandescent light bulbs for the Project and, thus, reduce energy usage associated with lighting. Electricity GHG emissions account for a 25-percent reduction in lighting electricity consumption with implementation of this regulation.
Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act prohibits a person from manufacturing for sale in the state specified general purpose lights that contain levels of hazardous substances, as it requires the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.[d]	State/ Manufacturers	**Consistent.** As with the EISA, discussed above, the Project would meet the requirements under AB 1109 because it incorporates energy efficient lighting and electricity consumption that complies with local and state green building programs.
Cap-and-Trade Program: The program establishes an overall limit on GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, and cement production). Facilities subject to the cap are able to trade permits to emit GHG emissions within the overall limit.	State/ Manufacturers	**Consistent.** As required by AB 32 and the Climate Change Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. Therefore, GHG emissions associated with the Project's electricity usage per year would be covered by the Cap-and-Trade Program (as LADWP would be a covered entity) and would be consistent with AB 32 and the Climate Change Scoping Plan.
Mobile		
Assembly Bill 1493 (AB 1493) "Pavley Standards": AB 1493 requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used	State, CARB	**Consistent.** The Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and are expected to reduce GHG emissions by about 30 percent in 2016, all while improving fuel efficiency. GHG emissions related to vehicular travel by the Project would benefit from this

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
primarily for personal transportation in the State. In compliance with AB 1493, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles and light duty trucks of model year 2009 through 2016. Model years 2017 through 2025 are addressed by California's Advanced Clean Cars program (discussed below).		regulation because vehicle trips associated with the Project would be affected by AB 1493. Mobile source emissions generated by the Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions were calculated using CalEEMod that includes implementation of AB 1493 into mobile source emission factors.
Executive Order S-01-07: The Low Carbon Fuel Standard requires a 10-percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009).[e,f]	State, CARB	**Consistent.** GHG emissions related to vehicular travel by the Project would benefit from this regulation because fuel used by Project-related vehicles would be compliant with LCFS. Mobile source GHG emissions were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors.
Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.	State, CARB	**Consistent.** Standards under the Advanced Clean Cars Program will apply to all passenger and light duty trucks used by customers, employees, and deliveries to the Project. GHG emissions related to vehicular travel by the Project would benefit from this regulation and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions, conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. The Project would further support this regulation since the Project would provide at least 20 percent of the total code-required parking spaces for the Project to be capable of supporting future electric vehicle supply equipment (EVSE) and the Project would provide EV charging stations.
Senate Bill (SB) 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB Regional, SCAG	**Consistent.** SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Project represents an infill development within an existing urbanized area that would concentrate new residential and commercial retail and restaurant uses within an HQTA. Therefore, the Project would be consistent with SCAG's 2016–2040 RTP/SCS. Furthermore, the 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040. As Project-related transportation emissions are reduced by approximately 30 percent; therefore, the Project would be consistent with SB 375 and the 2016-2040 RTP/SCS.
Solid Waste		
California Integrated Waste Management Act of 1989 and Assembly Bill 341: The California Integrated Waste Management Act of 1989 requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.[g] ***AB 341 (2011)*** amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.[h]	State	**Consistent.** GHG emissions related to solid waste generation from the Project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. Project-related GHG emissions from solid waste generation include a 50-percent reduction in solid waste generation source emissions per goals of the City. The Applicant would only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341. In addition, the Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and, other recyclables.
Water (Three percent of project inventory)		
CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings shall demonstrate a 20-percent overall water use reduction.	State	**Consistent.** Water usage rates were calculated consistent with the requirements under City Ordinance No. 184,248, 2013 California Plumbing Code, 2016 California Green Building Code (CALGreen), 2014 Los Angeles Plumbing Code, and 2016 Los Angeles Green Building Code and reflect approximately a 20 percent reduction in water usage as compared to the base demand. Project-related GHG emissions from water related sources, accounts for compliance with water efficiency requirements. **W**ater conservation measures include: residential bathroom faucets with a maximum flow rate of 1.0 gallons per minute, kitchen faucets with a maximum flow rate of 1.5 gallons per minute, Energy Star-certified and high efficiency clothes washers and dishwashers, non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute, and installation of tankless

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		and on- demand water heaters in commercial kitchens and restrooms, when appropriate, among others. The Project would have an overall water use reduction of 20 percent and would meet the requirements of the California Green Building Standards.
Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This in an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	State	**Consistent.** As discussed above under Title 24, the Project would meet this performance-based standard. Water conservation measures consistent with Green Building Code requirements include: residential bathroom faucets with a maximum flow rate of 1.0 gallons per minute, kitchen faucets with a maximum flow rate of 1.5 gallons per minute, Energy Star-certified and high-efficiency clothes washers and dishwashers, nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute, and installation of tankless and on-demand water heaters in commercial kitchens and restrooms, when appropriate, among others. The Project thereby includes measures consistent with the GHG reductions sought by SB X7-7 related to water conservation and related GHG emissions.
Construction		
CARB In-Use Off-Road Regulation: CARB's in-use off- road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.	CARB	**Consistent.** The Project would use construction contractors that would comply with this regulation.
CARB In-Use On-Road Regulation: CARB's in-use on- road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.	CARB	**Consistent.** The Project would use construction contractors that would comply with this regulation.

[a] California Energy Commission, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/.
[b] Senate Bill 350 (2015–2016 Reg, Session) Stats 2015, Ch. 547.
[c] CEC, Adoption Hearing, 2016 Building Energy Efficiency Standards.
[d] 2007b. Assembly Bill 1109 (2007–2008 Reg. Session) Stats. 2007, Ch. 534.
[e] CARB, Initial Statement of Reason for Proposed Regulation for The Management of High Global Warming Potential Refrigerant for Stationary Sources, October 23, 2009.
[f] Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.
[g] Cal. Pub. Res. Code § 41780(a).

Table B.8-6
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
[h] Cal. Pub. Res. Code § 41780.01(a). Source: DKA Planning, 2018.		

Table B.8-7
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.[a] Required measures include: • Increase RPS to 50 percent of retail sales by 2030. • Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. • Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.	CPUC, CEC, CARB	**Consistent.** LADWP is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. As LADWP would provide electricity service to the Project Site, by 2030 the Project would use electricity consistent with the requirements of SB 350. It is assumed that LADWP will receive at least 33 percent of electricity from renewable sources by year 2020 and 50 percent by 2030 (with a straight line interpolation for the Project buildout year of 2026). As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The Project would comply with this this action/strategy being located within the LADWP service area and would comply with CalGreen and Title 24 energy efficiency standards.
Implement Mobile Source Strategy (Cleaner Technology and Fuels) • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	CARB, CalSTA, SGC, CalTrans CEC, OPR, Local agencies	**Consistent.** The CARB approved the Advanced Clean Cars Program in 2012 that establishes an emissions control program for model year 2017 through 2025. Standards under the Advanced Clean Cars Program likely will apply to all passenger and light duty trucks used by customers, employees, and deliveries to the Project, depending on the outcome of ongoing negotiations between CARB and EPA regarding

Table B.8-7
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
• Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. • Medium- and heavy-duty GHG Phase 2. • Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard. • Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030. • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		federal standards. The Program also requires auto manufacturers to produce an increasing number of zero emission vehicles in the 2018 through 2025 model years. Extension of the Advanced Clean Cars Program has not yet been adopted, but it is expected that measures will be introduced to increase GHG emissions reductions stringency on light duty autos and continue adding zero emission and plug in vehicles through 2030. CARB is also developing the Innovative Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.[b,c] GHG emissions generated by Project-related vehicular travel would benefit from this regulation, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also benefit from these measures once adopted. SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Project represents an infill development within an existing urbanized area that would concentrate new residential, commercial and hotel uses within an HQTA. Therefore, the Project would be consistent with SCAG's 2016–2040 RTP/SCS. Furthermore, the 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger

Table B.8-7
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		vehicles by 2040. Project-related transportation emissions would be reduced by approximately 30 percent and therefore, the Project would be consistent with SB 375 and the 2016–2040 RTP/SCS.
Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)	CARB	**Consistent** Under SB 375, the CARB sets regional targets for GHG emission reductions from passenger vehicle use. In 2010, the CARB established targets for 2020 and 2035 for each region. As required under SB 375, the CARB is required to update regional GHG emissions targets every 8 years, which is due to be updated in 2018. As part of the 2018 updates, the CARB has proposed a passenger vehicle related GHG reduction of 19 percent for 2035 for the SCAG region, which is more stringent than the current reduction target of 13 percent for 2035. The Project would be consistent with SB 375 for developing an infill project within an existing urbanized area. This would concentrate new residential, commercial and retail uses within an HQTA. Project-related transportation emissions would be reduced by approximately 30 percent and therefore, the Project would be consistent with SB 375 and the 2016–2040 RTP/SCS.
By 2019, adjust performance measures used to select and design transportation facilities. • Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	**Not Applicable.** The Project would not involve construction of transportation facilities. The Project would benefit from this station by encouraging use of mass transit resulting in a reduction of Project-related vehicle trips to and from the Project Site.
By 2019, develop pricing policies to support low- GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR/SGC, CARB	**Consistent.** The Project would support this policy since the Applicant would provide electric vehicle charging stations at five percent of total code required parking spaces for the Project. In addition, electric vehicle supply wiring (EV-ready) would be available in at least 20 percent of the total code-required parking spaces for the Project.
Implement California Sustainable Freight Action Plan: • Improve freight system efficiency. • Deploy over 100,000 freight	CARB	**Not Applicable.** The Project land uses would not include freight transportation or warehousing. Therefore, the Project would not interfere or impede the implementation of the Sustainable Freight Action Plan.

Table B.8-7
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		
Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.	CARB	**Consistent.** This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors. The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. The CARB has proposed an amendment to the LCFS regulation to target a 20 percent reduction in CI from a 2010 baseline by 2030. The amendments were released in March 2018 with the public comment period ending in April 2018. The proposed amendments would be potentially adopted in 2019 with a Board hearing and vote.
Implement the Short-Lived Climate Pollutant Strategy by 2030: • 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. • 50 percent reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Consistent.** Senate Bill 605 (SB 605) was adopted in 2014 that directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.[e] The Project would comply with the CARB SLCP Reduction Strategy, which limits the use of hydrofluorocarbons for refrigeration uses.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Not Applicable.** This strategy calls on regulators to reduce GHG emissions from landfills and is not applicable to a development project. Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is responsible for achieving a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and 75-percent reduction by 2025. As of March 2018, CalRecycle is currently

Table B.8-7
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		holding workshops to review draft regulatory language. Adoption of the regulations to achieve SB 1383 targets is expected in early 2019.[f]
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Not Applicable.** This applies to State regulators and is not applicable to a development project. The current Cap-and-Trade program would end on December 31, 2020. Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the state's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink: • Protect land from conversion through conservation easements and other incentives. • Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity. • Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments. • Establish scenario projections to serve as the foundation for the Implementation Plan.	CNRA and departments within, CDFA, CalEPA, CARB	**Not Applicable.** This applies to State regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Not Applicable.** This applies to State regulators and is not applicable to a development project**.** This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Implement Forest Carbon Plan	CNRA, CAL FIRE, CalEPA and departments within	**Not Applicable.** This applies to State regulators and is not applicable to a development project**.** This regulatory program applies to state and federal forest land, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Not Applicable.** This applies to State regulators and is not applicable to a development project**.** Funding and financing mechanisms are the

Table B.8-7
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.

[a] Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547.
[b] CARB, Advance Clean Cars, Midterm Review, www.arb.ca.gov/msprog/acc/acc-mtr.htm.
[c] CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), www.arb.ca.gov/msprog/actruck/actruck.htm.
[d] CARB, LCFS Rulemaking Documents, www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm.
[e] CARB, Reducing Short-Lived Climate Pollutants in California, www.arb.ca.gov/cc/shortlived/shortlived.htm.
[f] CARB, Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions, www.calrecycle.ca.gov/climate/slcp/.
Source: CARB, California's 2017 Climate Change Scoping Plan, November 2017.

Regional: 2016–2040 RTP/SCS

The 2016–2040 RTP/SCS is expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 9 percent by 2020 and 16 percent by 2035.[188] Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.[189] The 2016–2040 RTP/SCS would result in an estimated 8-percent decrease in per capita passenger vehicle GHG emissions by 2020, 18-percent decrease in per capita passenger vehicle GHG emissions by 2035, and 21-percent decrease in per capita passenger vehicle GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita passenger vehicle GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The Project would result in a VMT reduction of approximately 70 percent as compared to the Project without implementation of VMT reducing measures. As estimated by CalEEMod and as shown in **Appendix C**, the Project results in a reduction in GHG emissions from mobile sources as compared to the Project without implementation of VMT reducing measures. This would be consistent with the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS. This reduction is attributable to the Project characteristics as being an infill project near transit that supports multi-modal transportation options. The Project would also be consistent with the following key GHG reduction strategies in SCAG's 2016–2040 RTP/SCS, which are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;

188 CARB, Regional Greenhouse Gas Emission Reduction Targets Pursuant to SB 375, Resolution 10-31.
189 SCAG, Final 2016–2040, RTP/SCS, April 2016, p. 153.

- More multi-family housing;
- Jobs and housing closer to transit;
- New housing and job growth focused in HQTAs; and
- Biking and walking infrastructure to improve active transportation options and transit access.

The Project represents an infill development that would concentrate new residential and commercial uses within an HQTA, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 miles of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project Site is located near the Metro Rail Purple Line station and several Metro local bus routes, as well as a Metro Rapid route.

In addition, the Project would also provide bicycle storage areas for Project residents, employees, and guests. The Project would provide residents, employees, and guests with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in VMT and related vehicular GHG emissions. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016–2040 RTP/SCS.

At the regional level, the 2016–2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHG emissions. In order to assess the Project's potential to conflict with the 2016–2040 RTP/SCS, this section also analyzes the Project's land use assumptions for consistency with those utilized by SCAG in its Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's 2016-2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. **Table B.8-8** includes a discussion of the Project's consistency with the Actions and Strategies set forth in the 2016–2040 RTP/SCS.[190] As demonstrated in **Table B.8-8**, the Project would be consistent with the 2016–2040 RTP/SCS.

In summary, the Project is the type of land use development that is encouraged by the 2016-2040 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies.[191] By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state regulatory requirements. **Therefore, the Project would be consistent with the 2016–2040 RTP/SCS and the GHG reduction-related actions and strategies contained therein.**

190 As discussed in the 2016–2040 RTP/SCS, the actions and strategies included in the 2016–2040 RTP/SCS remain unchanged from those adopted in the 2012–2035 RTP/SCS.

191 As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.

Table B.8-8
Consistency with the 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis[a]
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local jurisdictions	**Consistent.** The Project would include residences that would add to the supply and diversity of housing in metropolitan Los Angeles County.
Focus new growth around transit.	Local Jurisdictions	**Consistent.** The Project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing near transit facilities. It is located in the dense Koreatown community. It is also served by Metro's local and Rapid bus services, as well as the Metro Rail Purple Line station.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	**Consistent.** The Project is an infill development that would be consistent with the 2016 RTP/SCS focus on focusing growth along the 2,980 miles of Livable Corridors in the region. It is also served by Metro's local and Rapid bus services, as well as the Metro Rail Purple Line station.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	**Consistent.** The Project would help further jobs/housing balance objectives that can improve the use of Neighborhood Electric Vehicles for short trips. The Project is also generally consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	**Not Applicable.** While this strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities, the Project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG, Local Jurisdictions	**Consistent.** The Project is an infill development that would help reduce demand for growth in urbanizing areas that threaten greenfields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	**Not Applicable.** While this strategy calls on investing in the maintenance of our existing transportation system, the Project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand	County Transportation	**Consistent.** The Project is an infill development that will minimize congestion impacts on the region because of its

Actions and Strategies	Responsible Party(ies)	Consistency Analysis[a]
Management, and Transportation Systems Management strategies.	Commissions, Local Jurisdictions	proximity to public transit, Complete Communities, and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	**Not Applicable.** While this strategy aims to improve the safety of the transportation system and protect users from security threats, the Project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes, goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	**Not Applicable.** This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The Project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emission vehicles.	SCAG, Local Jurisdictions	**Consistent.** While this action/strategy is not necessarily applicable on a project-specific basis, the Project would include both electric vehicle charging stations in the parking structure and additional pre-wiring for future potential electric vehicle charging infrastructure.
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	**Consistent.** While this action/strategy is not necessarily applicable on a project-specific basis, the Project would include both electric vehicle charging stations in the parking structure and additional pre-wiring for future potential electric vehicle charging infrastructure.
Implement shared mobility programs.	SCAG, Local Jurisdictions	**Not Applicable.** While this strategy is designed to integrate new technologies for last-mile and alternative transportation programs, the Project would not interfere with these emerging programs.
Source: Southern California Association of Governments; 2016–2040 RTP/SCS, Chapter 5: The Road to Greater Mobility and Sustainable Growth; April 2016.		

Local: LA Green Plan/Climate LA Plan

The Project would be consistent with the LA Green Plan. The LA Green Plan outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. **Table B.8-9** evaluates the Project's consistency with applicable GHG-reducing actions from the LA Green Plan. As discussed below, the Project is consistent with the applicable goals and actions of the LA Green Plan. To facilitate implementation of the LA Green Plan, the City adopted the Los Angeles Green Building Code. The 2016 Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal

Code, as amended pursuant to City Ordinance No. 184,692) incorporated by reference the mandatory requirements of the 2016 California Green Building Standards Code (discussed above under AB 32 Climate Change Scoping Plan).

Table B.8-9
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
Focus Area: Energy			
E6	Present a comprehensive set of green building policies to guide and support private sector development.	The City initiated an effort to establish green building requirements, paired with incentives, for medium- to large- private projects. Buildings account for a majority of electricity use. Each building site relates to a wide range of environmental issues faced by the City, so addressing each site in a comprehensive manner will provide a variety of environmental benefits.	**Consistent.** While this action primarily applies to the City, the Project would be designed and operated to meet the applicable requirements of the State Green Building Standards Code and the City's Green Building Code.
Focus Area: Water			
W1	Meet all additional demand for water resulting from growth through water conservation and recycling.	The Mayor's Office and LADWP developed the *Securing LA's Water Supply* plan, which is an aggressive, multi-faceted approach to developing a locally sustainable water supply. The plan includes a set of key short-term and long-term strategies to secure our water future, such as: Short-Term Conservation Strategies: • Enforcing prohibited uses of water (levying fines and sanctions against water abusers and increase water conservation awareness). • Expanding the list of prohibited uses of water (possible further restrictions on watering landscape and washing/rinsing vehicles without a self-closing nozzle). • Extending outreach efforts, water conservation incentives, and rebates. • Encouraging regional conservation measures (encourage all water agencies in the region to adopt water conservation ordinances which include prohibited uses and enforcement). Long-Term Conservation Strategies:	**Consistent.** While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce indoor water use by at least 20 percent. Water conservation measures include: Energy Star-certified appliances in residential units and use of ultra low flow toilets and hand wash faucets in public facilities. Further detail is provided in **Section B.19, Utilities and Service Systems - Water**, of the MND.

Table B.8-9
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
		• Increasing water conservation through reduction of outdoor water use and new technology. • Maximizing water recycling. • Enhancing stormwater capture • Accelerating cleanup of the groundwater basin. • Expanding groundwater storage.	
W2	Reduce per capita water consumption by 20%.	[See W1, above.]	[See W1, above.]
Focus Area: Transportation			
T4	Complete the Automated Traffic Surveillance and Control System (ATSAC).	This action reduces vehicle emissions that result from idling at intersections. By reducing vehicle stops, delays and travel time through improved traffic signal timing, vehicles can travel a longer distance at a consistent rate of speed, improving fuel economy.	**Consistent.** While the City has implemented this action, the Project would not interfere with the advancement of more signal timing in the City.
T6	Make transit information easily available, understandable, and translated into multiple languages.	A Los Angeles Department of Transportation (LADOT) partnership with the Personnel Department will enable DOT to determine in which additional languages transit information should be provided. Facilitating access to transit information increases the likelihood of transit use, which can reduce single occupancy vehicle trips and help alleviate traffic congestion, and most importantly, reducing associated greenhouse gas emissions.	**Consistent.** While this action primarily applies to the City, the Project would not impair the ability of the City to make transit information easily available, understandable, and translated into multiple languages.
T8	Promote walking and biking to work, within neighborhoods, and to large events and venues.	Promoting alternate modes of travel will reduce the carbon emissions associated with single occupancy vehicles (SOVs). As described in Action Items LU1 and LU2 below, the City is promoting high-density and mixed-use housing close to major transportation arteries. Such developments will also support the advancement of Action Item T8, by improving accessibility for those who wish to walk and bike to work.	**Consistent.** While this action primarily applies to the City, the Project would promote a pedestrian-friendly community by connecting the Project with the downtown Los Angeles community through the provision of ground- level neighborhood-serving commercial retail and restaurant uses to activate the streets in the surrounding area. The Project Site is also located in an HQTA as designated by the 2016–2040 RTP/SCS and near regional and local transit services. The Project would provide residents and visitors with

Table B.8-9
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
			convenient access to public transit and opportunities for walking and biking, including the installation of bicycle parking spaces in accordance with LAMC requirements.
Focus Area: Land Use			
LU 1	Promote high-density housing close to major transportation arteries.	With 469 square miles, Los Angeles is a vast and sprawling city. Yet many neighborhoods are walkable, with stores and services clustered near dense residential housing. As the city continues to redevelop and grow, there is an unprecedented opportunity to rethink the urban environment. Accommodating continued growth requires taking advantage of infill opportunities and increasing density along transit corridors.	**Consistent.** The Project represents a mixed-use infill development that would provide residences and commercial retail uses within an HQTA. The Project Site is located near regional and local public transit services. The Project would provide bicycle storage areas for Project residents, employees, and guests.
LU 2	Promote and implement transit-oriented development (TOD).	Transit Oriented Districts (TODs) represent opportunities for creating cohesive, vibrant, walkable communities where fragmented, auto- dependent corridors now exist. TODs are a positive alternative to low-density traditional land use patterns that typically segregate housing, jobs and neighborhood services from one another. In contrast, TODs cluster these community elements in close proximity, so a greater portion of trips can be made by transit, bike, or on foot.	**Consistent.** While this action primarily applies to the City, the Project would concentrate new residential and commercial uses in close proximity to public transit opportunities (e.g., light rail and bus routes). The Project area is well served by public transit, including both bus and rail service.
Action		**Description**	**Consistency Analysis**
Focus Area: Waste			
Ws T1	Reduce or recycle 70 percent of trash by 2015.	Source reduction and recycling programs not only conserve natural resources and landfill space, but also confer climate benefits.	**Consistent.** While this action primarily applies to the City, the Project would provide adequate storage areas in accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or a room of specified size on the Project Site.
Source: DKA Planning, 2018.			

The Project would comply with performance-based standards included in the Green Building Code. In order to meet reduction goals in the LA Green Plan, LADWP will continue to implement programs to emphasize water conservation and will pursue securing alternative supplies, including recycled water and storm water capture. With regard to solid waste, the City implemented the RENEW LA plan to meet solid waste reduction goals by expanding recycling to multifamily dwellings, commercial establishments, and restaurants. The Project would be indirectly affected by these actions and would further reduce water and solid waste generation, thereby meeting the goals of the LA Green Plan. In addition, LADWP is required to procure a minimum of 33 percent of its energy portfolio from renewable sources by 2020 and would continue to implement programs consistent with the LA Green Plan. **Therefore, the Project would be consistent with the LA Green Plan.**

Local: City of Los Angeles Sustainable City pLAn

The Sustainable City pLAn includes both short-term and long- term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others. The Sustainable City pLAn provides information as to what the City will do with buildings and infrastructure in their control. Specific targets related to housing and development and mobility and transit include the decrease of vehicle miles traveled per capita by 5 percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Project would generally comply with these aspirations as the Project is an infill development consisting of residential, hotel, and commercial uses on the Project Site, which is located near regional and local transit services. The Project would be well-served by transit and would implement a TDM Program that would encourage transit use. Furthermore, the Project would comply with CALGreen, implement various features to reduce energy usage and conserve water, and comply with the City's Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the aspirations included in the Sustainable City pLAn with regard to energy-efficient buildings and waste and landfills. The Project would also provide secure short- and long-term bicycle storage areas for Project residents and guests. **Therefore, the Project would be consistent with the Sustainable City pLAn**.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the Project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the *Climate Change Scoping Plan and Update*, the 2016–2040 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn. The Project would also be consistent with reducing emissions below a NAT scenario, as discussed earlier in this section. Consistency with the above plans, policies, regulations and GHG reduction actions/strategies would reduce the Project's incremental contribution of GHG emissions. **Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's**

incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts with regard to climate change would be less than significant. No mitigation measures are required.

Thus, given the Project's consistency with State, SCAG, and City GHG emission reduction goals and objectives, the Project is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. **In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.**

IX. Hazards And Hazardous Materials

As discussed above, in 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents. Thus, in accordance with Appendix G of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the project would have a significant impact related to hazards and hazardous materials if it would result in any of the following impacts.

This section is based on the following item, included as Appendix H of this MND:

H Phase I Environmental Site Assessment, IVI Assessment Services, October 22, 2014.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact.

A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with development of any urban mixed-use project. All of these materials would be used temporarily during construction. Thus, while construction of the Project would involve the routine transport, use, or disposal of hazardous materials, it would not be a significant hazard to the public or the environment.

Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials. Finally, the construction activities are contained on the Project Site and, thus, any emissions from the use of such materials would be minimal and localized to the Project Site or disposed of in accordance with regulatory requirements. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards

in excess of regulatory standards. Potential impacts associated with the potential release of hazardous substances during construction of the Project would be less than significant.

Similarly, from an operational perspective, the Project does not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of residential, commercial, and parking uses. These typical urban uses do not involve the routine use of hazardous materials**.** Instead, the operation of the Project has limited hazardous materials similar to any other mixed-use urban development. For example, the proposed uses would involve the use and storage of small quantities of potentially hazardous materials such as cleaning solvents, paints, and pesticides for landscaping. Likewise, the Project's commercial and office uses could include commercial-grade cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products that are typically associated with commercial land uses. In other words, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Thus, none of the Project's operational features, or the type of hazardous materials used on the Project Site, creates a significant hazard to the environment or public.

Moreover, the Project would adhere to regulatory requirements for source hazardous waste reduction measures (e.g., recycling of used batteries, recycling of elemental mercury, etc.) that would further minimize the generation of hazardous waste. In addition, the Project will comply with the applicable City ordinances regarding implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance). The applicable regulatory requirements further ensure that the minimal amount of hazardous materials associated with the Project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills. Therefore, potential impacts associated with the operation of the Project would be less than significant.

The potential transport of any hazardous materials and wastes, i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils, if it occurs, would occur in accordance with federal and state regulations that govern the handling and transport of such materials. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. **Therefore, potential impacts associated with the minimal transport of any hazardous materials would also be less than significant.**

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact.

A significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

Prior to the construction of the existing improvements in 1950-1951, the Project Site was primarily vacant land, with several residences on the western side.

This assessment has revealed no evidence of recognized environmental conditions (RECs) in connection with the Project Site; however, the following historical REC (HREC) was identified:

- IVI reviewed a Tank Closure Report, Central Plaza, 3450 Wilshire Boulevard, dated May 26, 1988, prepared by McLaren Environmental Engineering. This report indicated that in 1988, an 8,000-gallon fuel oil Underground Storage Tank **(**UST) was removed from the Site. This UST was reportedly installed in 1951 and was used as a backup fuel supply for the on-site boilers. The report indicated that petroleum impacted soils were encountered and excavated during tank removal activities. Soil samples collected after the excavation reportedly did not reveal any remaining contamination requiring further actions. The McLaren report recommended no additional actions be undertaken.

- An Application for Permit; Abandonment By Removal Fire Department-City of Los Angeles, was also reviewed as part of our previous assessment, which discussed the removal of one waste oil UST and two gasoline USTs, dated June 8, 1988. It is suspected that these USTs were related to the gas & oil station noted on the 1961 Sanborn Map. It should also be noted that based on our regulatory review, the Subject was identified as a registered storage tank site featuring a “inactive” regulatory status for two previous onsite “regulated unleaded” USTs. These gasoline USTs are suspected to be associated with the removal of the aforementioned gasoline USTs noted in the permit. Based on the foregoing, no further action is recommended at this time regarding the Site’s historical on-site USTs.

In addition, the following business environmental risk (BER) was identified, which warrants mention:

- Based on the age of the Project Site, the friable acoustical ceiling tiles are suspected to contain asbestos. In addition, the non-friable resilient floor finish assemblies, wallboard assemblies, roofing materials, caulking, and mastics may contain asbestos. Since these materials were observed to be in good condition, no further action is recommended at this time other than maintaining same in good condition under an Asbestos Operations and Maintenance (O&M) Program. All activities involving ACM should be conducted in accordance with governmental regulations.

The Project would maintain the Existing Office Buildings and remove the existing parking structure on the Project Site. If asbestos containing building materials are found to be present, those materials will need to be abated in compliance with the South Coast Air Quality

Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations. If lead-based paint materials are found to be present, standard handling and disposal practices shall be implemented pursuant to OSHA regulations. It should be noted that construction activities that disturb materials or paints containing any amount of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

Methane

The Project Site is not within a Methane Buffer Zone.[192]

Operational Health Hazards

The Project shall be maintained in a neat, attractive, and safe condition at all times. On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties. Trash and recycling bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times. Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter. Trash and garbage collection containers shall be emptied a minimum of once per week. Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris (per LAMC). **Operational impacts would be less than significant.**

Compliance with existing applicable LAMC regulations would ensure that impacts during construction and operation would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact.

A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile (1,320 feet) of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The Project Site is in proximity to the following schools:[193]

- RFK Community Schools (Ambassador, UCLA Community School, New Open Worlds, and Los Angeles High School of the Arts), 701 S. Catalina Street, 250 feet east of the Project Site.

192 ZIMAS search: http://zimas.lacity.org/.
193 LAUSD and Google Maps.

The Project will have a less than significant impact during construction (with regulatory compliance for asbestos and lead-based paint) and will not emit any hazardous substances during operation. The schools would be shielded from the Project Site by the distance noted above, intervening urban buildings (2-story and 3-story residential buildings and a 3-level parking structure), and standard construction walls and sheeting to reduce dust and other emissions from the Project Site. Potential construction impacts such as trucks and other equipment and operational changes to the streets and sidewalks nearby the schools will be mitigated to a less than significant level by **Mitigation Measure Tran-MM-1**.

The operational uses would not generate hazardous emissions, as it would be a residential and commercial use, which is already common in the area. **Therefore, impacts of hazardous materials within one-quarter mile of a school will be less than significant.**

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment, caused in whole or in part from the project's exacerbation of existing environmental conditions?

Less Than Significant Impact.

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the Project Site is included on any of the above referenced lists (see question b), above) and would therefore pose an environmental hazard to the public or the environment. In meeting the provisions in Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency:

According to EnviroStor, there are no cleanup sites (either Federal Superfund, State Response, voluntary, school evaluation, school investigation, military evaluation, tiered permit, or corrective action), permitted sites (either operating, post-closure, or non-operating), LUFT (leaking underground fuel tanks) or SLICS (Spills, Leaks, Investigation, and Cleanup) on, in or under the Project Site.[194]

According to GeoTracker, there are no LUST sites, other cleanup sites, land disposal sites, military sites waste discharge requirement (WDR) sites, permitted UST facilities, monitoring

194 California Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, September 21, 2018.

wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on, in or under the Project Site.[195]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[196] There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[197] The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[198]

Regulatory Review

A copy of regulatory database information contained within a Computerized Environmental Report (CER) is a listing of sites identified on select federal and state standard source environmental databases within the approximate minimum search distance (AMSD) specified by ASTM Standard Practice for Environmental Site Assessments E 1527-13.

Federal Databases

National Priorities List (NPL). The NPL database is a listing of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA or "Superfund"). A site must be on the NPL to receive money from the Trust Fund for Remedial Action. The CER did not identify NPL sites within the AMSD.

Delisted NPL Site List. The EPA may delete a final NPL site if it determines that no further response is required to protect human health or the environment, under Section 300.425(e) of the National Contingency Plan (55 FR 8845, March 8, 1990). Sites that have been deleted from the NPL remain eligible for further Superfund-financed remedial action in the unlikely event that conditions in the future warrant such action. Partial deletions can also be conducted at NPL sites. The CER did not identify Delisted NPL sites within the AMSD.

Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). CERCLIS is the USEPA's system for tracking potential hazardous-waste sites within the Superfund program. A site's presence on CERCLIS does not imply a level of federal activity or progress at a site, nor does it indicate that hazardous conditions necessarily exist at the location. Within one year of being entered into CERCLIS, the USEPA performs a

195 California State Water Resources Control Board, GeoTracker, website: http://geotracker.waterboards.ca.gov/map, September 21, 2018.

196 California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf, September 21, 2018.

197 California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/sitecleanup/corteselist/, September 21, 2018.

198 California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities, September 21, 2018.

preliminary assessment of a site. Based upon the results of the preliminary assessment, the USEPA may conduct additional investigation, which could lead to a site being listed on the NPL. The CER did not identify CERCLA sites within the AMSD.

CERCLIS No Further Remedial Action Planned (NFRAP) Sites. As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from the CERCLIS list. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to warrant Federal Superfund Action or NPL consideration. The CER identified the following CERCLA NFRAP site within the AMSD:

- Berendo Shopping Center/3301-3317 W. Sixth Street, 0.30 mile northeast upgradient (status NFRAP)

According to the CER, a preliminary assessment was conducted at this location in 2000. Although the assessment report was not readily available, the site was granted a No Further Remedial Action Planned (NFRAP) status by the USEPA at that time. As stated above, NFRAP sites may be sites where, following an initial investigation, no contamination was found, or the contamination was either abated or the contamination was not significant enough to warrant Federal Superfund Action or NPL consideration. Notwithstanding, this site is located a sufficient distance from the Project Site so as not to be reasonably suspect of having impacted the Site.

Federal Resource Conservation and Recovery Information System (RCRIS) Treatment, Storage, and Disposal (TSD) List. The RCRIS TSD contains information pertaining to those facilities that treat, store, or dispose of hazardous waste. While these facilities represent some form of hazardous waste activity, they are most significant if determined to be out of compliance or to have violations. The CER did not identify RCRIS TSD facilities within the AMSD.

RCRIS Generators. IVI Assessment Services reviewed the list of sites, which have filed notification with the USEPA in accordance with RCRA requirements. These sites include generators of hazardous waste regulated under RCRA. Under RCRA, hazardous waste generators are classified by the quantity of hazardous waste generated in a calendar month into the following categories: Large Quantity Generator (LQG), greater than 1,000 kilograms (kg); Small Quantity Generator (SQG), 100 to 1,000 kg; and Conditionally-Exempt Small Quantity Generator (CESQG), less than 100 kg. RCRA Generators, while they represent some form of hazardous waste activity, are most significant if they are determined to have Class I Violations or to be non-compliant. The CER identified the Project Site on the RCRA database:

- 3450 Wilshire Blvd Suite #408, On-site (status: Compliant/No Violations)

- Pacific Bell, 3470 Wilshire Blvd, On-site (status: Compliant/No Violations)

According to the CER, asbestos, an unidentified aqueous solution, and PCB wastes were removed from the Project Site. The above listings have no reported RCRA violations and it appears that wastes are associated with one time abatement/removal incidents. They are currently listed as non-generators. Based on the lack of reported RCRA violations and lack of reported releases, IVI Assessment Services concludes that these listings do not represent an environmental concern for the Project Site.

The CER identified the following RCRA Generators adjacent to the Project Site:

- Equitable Plaza/3435 Wilshire Boulevard, Northeast, Upgradient (status: Compliant/No Violations)

    - This site is listed as a small quantity generator for the removal of asbestos-containing material in 1993-1995. Inclusion of a site on the RCRA Generator list does not necessarily constitute environmental contamination, but instead merely indicates that a hazardous waste stream was or is generated. In any event, inasmuch as no violations or compliance infractions were identified in connection with the above-referenced RCRA site, it is not suspected that contamination originating at this site, if any exists, has encroached upon the Project Site.

- 20/20 Cleaners/698 S. Irolo Street, Southwest, Downgradient (status: Compliant/No Violations)

    - This site is listed as a small quantity generator likely for the removal of dry cleaning solvents, such as PCE. Inclusion of a site on the RCRA Generator list does not necessarily constitute environmental contamination, but instead merely indicates that a hazardous waste stream was or is generated. In any event, inasmuch as no violations or compliance infractions were identified in connection with the above-referenced RCRA site, it is not suspected that contamination originating at this site, if any exists, has encroached upon the Project Site. Additionally, this site is located in a downgradient direction from the Project Site, and groundwater is expected to flow away from the Site. Furthermore, this site was not identified on any regulatory databases indicative of a contamination condition. IVI Assessment Services has no significant environmental concerns regarding same.

Corrective Action Tracking System (CORRACTS). CORRACTS is a list of facilities that are found to have had hazardous waste releases and require RCRA corrective action activity, which can range from site investigations to remediation. The CER did not identify CORRACTS sites within the AMSD.

Federal Emergency Response Notification System (ERNS) List. The ERNS is a database of notifications of oil discharges and hazardous substance releases made to the Federal government. These notifications are used by “On-Scene Coordinators” to determine an

emergency response and release prevention. When a call is made to the National Response Center or one of the 10 USEPA Regions, a report is created containing all of the release information that the caller provided. This report is transferred to an appropriate agency to evaluate the need for a response and the records are electronically transferred to the ERNS database. As such, if a reported release of oil or a hazardous substance is deemed to require a response, it should also be listed in the appropriate federal or state environmental database such as CERCLIS, state equivalent CERCLIS, or state leaking underground storage tank or spills lists. The CER did not identify the Project Site on the ERNS database.

Federal Institutional Control/Engineering Control Registries. These Federal registries contain listings of those sites which have either engineering and/or institutional controls in place. Engineering controls include various physical control devices such as fences, caps, building slabs, paved areas, liners and treatment methods to eliminate pathways for regulated substances to enter the environment or affect human health. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions (Activity and Use Limitations) are generally required as part of institutional controls. The CER did not identify the Project Site on the Federal Institutional or Engineering Control registries.

Facility Index System (FINDS). FINDS contains both facility information and "pointers" to other environment database sources that contain additional detail. These other databases include: RCRIS, PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]), CERCLIS, DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), FRDS (Federal Reporting Data System), SIA (Surface Impoundments), CICIS (TSCA Chemicals in Commerce Information System), PADS, RCRA-J (medical waste transporters/disposers), TRIS and TSCA. The CER identified the Project Site on the FINDS database, related to the previous RCRA listings for Central Plaza at 3450 Wilshire and Pacific Bell at 3470 Wilshire. These listings are discussed above. Nevertheless, neither of these listings was cross-referenced on any regulatory databases that report releases or contamination conditions, such as the SHWS, LUST or SLIC databases. Based on the above information, these listings are not suspected to be of a significant environmental concern to the Project Site.

California Environmental Protection Agency (Cal/EPA) Databases

Response and Tribal NPL Equivalent Hazardous Waste Sites (HWS). The Response database is a list of confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. The CER did not identify HWS sites within the AMSD.

Envirostor, HIST Cal-Sites, and Tribal CERCLIS Equivalent Hazardous Waste Sites (HWS). The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

The HIST Cal-Sites database is a list of facilities subject to investigation concerning likely or threatened releases of hazardous substances. These sites are either being actively remediated, or are currently under evaluation for further action, if necessary. This database has been replaced by Envirostor and is no longer being updated.

Tribal CERCLIS Equivalent HWS list is an inventory of toxic sites listed by Tribal Environmental and Health Authorities. These sites are either under remediation, or are currently under evaluation for further action, if necessary. The CER identified nine California and/or Tribal CERCLIS Equivalent Hazardous Waste sites within the AMSD of 0.5 mile. Eight of those sites are located over 0.20 mile from the Project Site, a sufficient distance from the Site so as not to be reasonably suspected of having impacted the same. The closest listing to the Project Site is discussed below:

- Central Los Angeles Learning Center/3400 Wilshire Boulevard, 0.04 miles east Crossgradient (status: Certified for Operations and Maintenance)

    - This 23-acre site was formerly occupied by the Ambassador Hotel and associated structures, three residential properties, and a parking lot. The Ambassador Hotel operated from 1922 until 1989. Between 1989 and 2005, the building was primarily used by film studios, small rental car agencies, and for police training purposes. The hotel was demolished in 2005.

Previous site investigations for the Ambassador Site conducted in 2001 and 2002 revealed elevated levels of lead, arsenic, and volatile organic compounds. Areas of existing underground storage tanks were identified, as was an area of elevated levels of methane near a corehole. A Removal Action Workplan (RAW) was prepared to address these chemical of concerns, and was approved by DTSC on January 28, 2003. The RAW included the closure of the USTs, removal of hydrocarbon-impacted soil, removal of lead-impacted soil, and the re-abandonment of the corehole. Approximately 251 cubic yards of soil were excavated and removed from the

site in 2003. A methane gas mitigation system was installed at the site in preparation for the construction of a school.

The site was certified in 2011 by the State Department of Toxic Substances Control (DTSC) as having been remediated, but was placed under an Operations and Maintenance program due to its current use as a school campus, which was constructed in 2010. IVI Assessment Services has no significant environmental concerns regarding same.

California and/or Tribal Solid Waste Facilities (SWF) List. The SWF list is an inventory of active, closed and inactive landfills and other sites that manage solid wastes. The CER did not identify SWF sites within the AMSD.

California and/or Tribal Registered Underground Storage Tanks (UST), HIST USTs and SWEEPS UST Facility Lists. The UST facility list is an inventory of registered liquid bulk storage tanks. The HIST UST database, aka the Hazardous Substance Storage Container Database, is a historical listing of UST sites. The SWEEPS UST database, aka the Statewide Environmental Evaluation and Planning System, is a list of USTs that was updated and maintained by a company contacted by the State Regional Water Quality Control Board in the early 1980's. This listing is no longer updated or maintained but has historical significance. Inclusion of a site on these lists does not necessarily constitute environmental contamination, but instead merely indicates the presence of registered bulk storage tanks. Analysis/Comment: The CER identified the following Registered Storage Tank sites within the AMSD:

- Central Plaza/3450 Wilshire Boulevard, On-Site (status: Inactive)

The Project Site is a registered storage tank site featuring an inactive regulatory status, identified as previously having two USTs. This listing is likely related to the two gasoline USTs which were identified in the 2007 Phase I ESA from a review of Los Angeles City Fire Department files. The Project Site is not listed on other environmental databases indicative of contamination such as the leaking underground storage tank list or the inventory of Hazardous Waste Sites.

California and Tribal Leaking Underground Storage Tanks (LUST) List and Spills, Leaks, Investigations and Cleanups (SLIC) Records. The LUST list is an inventory of reported spills and leaks, both active and inactive maintained by the various California Regional Water Quality Control Boards. It includes stationary and non-stationary source spills reported to state and federal agencies, including remediated and contaminated leaking UST sites. SLIC records, which are maintained by the various Regional Water Quality Control Boards, document unauthorized discharges from spills and leaks from sources other than UST and other regulated sites. The CER identified 22 LUST/SLIC cases within the AMSD, 17 of which have been issued a Case Closed status. A Case Closed status is granted to those sites that do not exhibit levels of contamination requiring cleanup, have been remediated to the satisfaction of the lead regulatory agency, or are not suspected to represent a significant threat to human health or the

environment. As such, absent additional information to the contrary, it is unlikely that contamination originating at sites with a Case Closed status have had a significant negative environmental impact on the Project Site. Of the five open cases, four are located at distances of over 0.45 mile, a sufficient distance from the Project Site so as not to be reasonably suspected of having impacted same. The nearest LUST site is discussed below:

- Chevron Station, #95294/549 S. Normandie Avenue, 0.16 miles North-northwest, Upgradient Crossgradient (status: Under remediation)

This site is a former Chevron station that operated until 1986, when the station was demolished and the site was redeveloped as a commercial strip mall with restaurants and retail shops. In 1986, two 10,000-gallon and one 5,000-gallon product USTs, and one waste oil UST were removed from the site, along with three dispenser islands, associated product piping and the station building. Subsurface investigations conducted between 1986 and 2001 revealed elevated levels of petroleum hydrocarbons and BTEX in the soil and groundwater. Groundwater was encountered at approximately 35 to 55 feet below ground surface, with a southwesterly flow direction. Several remediation events have occurred at the site, including free product removal, soil vapor extraction, and dual-phase extraction for the soil and groundwater. Although the site is still undergoing monitoring, contamination does not appear to have migrated off-site. In addition, since groundwater at this site is anticipated to flow to the southwest, away from the Project Site, it is not anticipated that contamination originating at this site will impact the Project Site.

California Deed Restriction Listing and Tribal Institutional Control/Engineering Control Registries. The DTSC SMBRP list includes sites remediated under the program's oversight that have active deed restrictions. The DTSC Hazardous Waste Management Program Facility Sites (HWMP) list includes current and former hazardous waste facilities with deed/Land Use Restrictions that have been recorded with the County. The type of land use restrictions includes deed notices, deed restrictions, or a land use restriction that binds current and future owners. The Tribal Institutional Control/Engineering Control Registries contain listings of those sites which have either engineering and/or institutional controls in place. Engineering controls include various physical control devices such as fences, caps, building slabs, paved areas, liners and treatment methods to eliminate pathways for regulated substances to enter the environment or effect human health. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions (Activity and Use Limitations) are generally required as part of institutional controls. The CER did not identify the Project Site on the SMBRP, HWMP or Tribal Institutional or Engineering Control registries.

California and Tribal Voluntary Cleanup Program (VCP) Sites. The California VCP properties list includes "low" threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that the DTSC oversee the investigation and cleanup. The

CER did not identify VCP sites within the AMSD California and Tribal Brownfield Sites. A Brownfield site was defined in the 2002 Small Business Liability Relief and Brownfields Revitalization Act (Brownfields Law) as "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant". In connection with the passage of the Brownfields Law, the Environmental Protection Agency grants awards to states and tribes for activities under Section 128 (a). The CER did not identify Brownfield sites within the AMSD.

California HAZNET. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, Treatment, Storage, and Disposal ID, waste category, and disposal method. The Project Site addresses are listed on the HAZNET database several times for the removal of asbestos-containing waste, an unspecified solvent mixture, an unspecified alkaline solution, PCB-containing materials, and inorganic solid waste at various times from 1994 through 2011. It appears that the identified wastes are related to one-time abatement/removal incidents associated with typical building maintenance activities. In addition, a tenant, Mark Laska, DDS, in 3460 Wilshire Boulevard, Suite 104, was issued an EPA ID number in 1996 for the removal of photochemical/photoprocessing wastes likely associated with x-ray developing. Currently, only digital x-ray equipment is used at the suite. All of the EPA ID numbers identified are listed as inactive on the State DTSC Hazardous Waste Tracking System. Of note, the Project Site was not identified on any regulatory databases that report releases or contamination conditions, such as the SHWS, LUST or SLIC databases. Based on the above information, these listings are not suspected to be of a significant environmental concern to the Project Site.

EDR Manufactured Gas Plants. This database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to the 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of wastes. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination. The CER did not identify the Project Site or any adjacent properties on the manufactured gas plant database.

EDR Historic Auto Stations. EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station

establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. The CER identified the Project Site on the historical auto stations database. Specifically, MJ's Automotive was listed at 3440 Wilshire Boulevard in 2006, Majestic Mobility Conversions was listed at 3470 Wilshire Boulevard in 2006, and Majestic Auto House was listed at 3450 Wilshire Boulevard in 2009. However, it is possible that these listings were for office purposes only, as there are no automotive repair facilities located at the Project Site. Since the Project Site does not appear on any lists of known or reported releases, these listings are not anticipated to be of significant environmental concern to the Project Site.

EDR Historic Cleaners. EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. The CER identified the Project Site on the historical cleaners database. Specifically, Soon Hui Kim Cleaning Company was listed at 3432 Wilshire Boulevard in 2001. That retail suite located on the ground floor of the Project Site, and is currently occupied by Numero Uno Pizza. Of note, it is not known if this location was specifically a dry cleaners or was a janitorial/cleaning business. However, that address does not appear on the State Hazardous Waste Tracking System database, which tracks businesses that generate hazardous waste, such as drycleaners. This would suggest that a drycleaner did not operate at the Project Site, and as such, this listing is not anticipated to be of significant environmental concern to the Project Site.

Therefore, as the Project Site is not located on a list of hazardous material sites and will not result in a significant hazard to the public or environment, a less than significant impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact.

A significant project-related impact may occur if a project were placed within a public airport land use plan area or within two miles of a public airport, and subject to a safety hazard. The Project is not within an airport hazard area.[199] The Project Site is not located within two miles of a public airport. Santa Monica Municipal Airport is located 8 miles to the west. Hollywood Burbank Airport (Bob Hope Airport) is 10 miles to the north. Los Angeles International Airport (LAX) is approximately 9 miles to the southwest. Given the distance between the Project Site

199 ZIMAS search: http://zimas.lacity.org/.

and the listed airports, the Project would not have the potential to result in a safety hazard or excessive noise. **Therefore no impact would occur.**

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact.

A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. Construction of the Project will not substantially impede public access or travel on public rights-of-way such as Wilshire Boulevard, and would not interfere with any adopted emergency response plan or emergency evacuation plan.

Full-time closures to the sidewalk and parking lane are anticipated for the Project along Mariposa Avenue and 7th Street. Mariposa Avenue is classified as a local street and 7th Street is classified as an Avenue II. In addition, there are no emergency services located within the immediate vicinity of the affected streets. The closures during construction would be for the parking lane; therefore, the temporary construction impacts on the roadway network would be less than significant.

Major roadways throughout the City, such as Western Avenue, are selected disaster routes.[200] Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. Immediate emergency debris clearance and road/bridge repairs for short-term emergency operations will be emphasized along these routes. The Project will not impede the routes, and emergency access would be maintained at all times. The future traffic conditions with the Project show that none of the 14 study intersections would have a significant impact (see **Section B.17** of this MND for additional information).[201]

The Project Site is not within a Hillside Area.[202] The Project would comply with emergency evacuation requirements according to the LAMC and LAFD. **Therefore, impacts would be less than significant.**

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact.

A significant impact may occur if a project is located in proximity to wildland areas and would

200 Los Angeles Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.
201 Transportation Impact Analysis, Fehr & Peers, September 2018.
202 ZIMAS search: http://zimas.lacity.org/.

pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone[203] or in the wildlands fire hazard Mountain Fire District.[204] The Project Site is not on the direct edge of a rural or wildland area. Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. Additionally, the Project would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. **Therefore, no impact would occur.**

203 ZIMAS search: http://zimas.lacity.org/.

204 Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.

X. Hydrology And Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. The National Pollutant Discharge Elimination System (NPDES) program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. Pursuant to the NPDES, the Project is subject to the requirements set forth in the County's Standard Urban Stormwater Mitigation Plan (SUSMP). The goals and objectives of the SUSMP are achieved through the use of Best Management Practices (BMPs) to help manage runoff water quality. The City of Los Angeles has adopted the regulatory requirements set forth in the SUSMP of the Los Angeles Regional Water Quality Control Board (LARWQCB) under the City of Los Angeles Ordinance No. 173,494. BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs. The SUSMP identifies the types and sizes of private development projects that are subject to its requirements.[205] Requirements of the SUSMP are enforced through the City's plan approval and permit process.

Low Impact Development (LID) is a stormwater management strategy that seeks to prevent impacts of runoff and stormwater pollution as close to its source as possible. Ordinance No. 181,899 was adopted in 2011 to amend LAMC 64.70, the City's stormwater code, and expand the City's existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. LID is different from the previous SUSMP because it requires a larger scope of development and redevelopment projects to comply with stormwater measures, and incorporating new LID practices and measures. All development and redevelopment projects that create, add, or replace 500 square feet or more of impervious area need to comply with the LID Ordinance. A project must comply with the LID Best Management Practices (LID BMPSs) (determined on a case by case basis by Public Works), and if that is not feasible only then do SUSMP BMPs

205 Project applicants are required to prepare and implement a Standard Urban Stormwater Mitigation Plan when their projects fall into any of these categories: Single-family hillside residential developments; Housing developments of 10 or more dwelling units (including single family tract developments); Industrial /Commercial developments with one acre or more of impervious surface area; Automotive service facilities*; Retail gasoline outlets"; Restaurants* Parking lots of 5,000 square feet or more of surface area or with 25 or more parking spaces; Projects with 2,500 square feet or more of impervious area that are located in, adjacent to, or draining directly to designated Environmentally Sensitive Areas (ESA). http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/.

apply. Possible BMPs include 1. Infiltration Systems, 2. Stormwater Capture and Use, 3. High Efficiency Biofiltration/Bioretention Systems, and 4. Combination of Any of the Above

Construction

Demolition and construction activities at the Project Site have the potential to affect the quality of storm water runoff. Typically, runoff picks up pollutants as it flows over the ground or paved areas and carries these pollutants into the storm drain system or directly into natural drainages. There are three general sources of short-term construction-related stormwater pollution associated with the Project: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion. During construction, the Project Site would contain a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction material spills can also be a source of stormwater pollution and/or soil contamination.

The Project will not be required to obtain a NPDES water quality permit from the LARWQCB since the discharge will be sent to the City's Stormwater System and not directly to surface waters.[206] The City is in compliance with all requirements of the NPDES Municipal Permit.[207] Implementation of appropriate project design features and compliance with the local, State, and Federal regulations, code requirements, and permit provisions would prevent significant impacts related to the release of potentially polluted discharge into surface water.

Construction activities associated with the Project are subject to City inspection and implementation of storm water BMPs. Since the construction of the Project will disturb greater than one acre of land[208], the Project Applicant will be required to obtain coverage under the General Construction Activity Storm Water Permit (GCASP), which requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).[209] Construction projects that include grading activities during the rainy season must also develop a Wet Weather Erosion Control Plan (WWECP). The Project will comply with LID requirements. The Project will comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards, or discharge requirements, or otherwise substantially degrade water quality. BMPs are methods to prevent or control stormwater runoff and the discharge of pollutants. The plan requires (1) advance planning and training to ensure implementation of the BMPs, (2) erosion and sediment control BMPs in place until the area is permanently stabilized, (3) pollution

206 http://water.epa.gov/polwaste/npdes/.

207 http://www.lastormwater.org/about-us/npdes-municipal-permit/.

208 See Section A, Project Description Table A-1, Project Site.

209 California Environmental Protection Agency, State Water Resources Control Board, Storm Water Program, Construction Storm Water Program, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml, accessed November 16, 2016.

prevention BMPs to keep the construction site clean and (4) regular inspection of the construction site to ensure proper installation and maintenance of BMPs.[210]

Storm Water Pollution Prevention Plan. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction BMPs to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Low Impact Development Plan. Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Development Best Management Practices. The BMPs shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet this numerical threshold standard shall be provided.

Waste Discharge Requirements (WDR). The Regional Water Quality Control Board (RWQCB) has issued a general permit for construction dewatering (Waste Discharge Requirements for Discharges of Groundwater from Construction Projects Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties Order No. R4-2013-0095, and CAG994004). Discharges covered by this permit include but not limited to, treated or untreated groundwater generated from permanent, temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits. If dewatering is required for construction or operation the Project would have to obtain coverage under this permit. Therefore, with compliance with applicable regulatory measures, **construction-related impacts to water quality will be less than significant.**

Operation

The Project will not include industrial discharge to any public water system. Under existing conditions, runoff at the Project Site may contain typical urban pollutants such as automotive fluids (including oil and grease) commercial cleaning and landscaping pollutants discharged into the storm drainage system. Because there would be no substantial change in the type of runoff as a result of the Project (which would continue to have automobiles, cleaning supplies, and similar elements), urban contaminants that may be present in urban runoff from the Project Site

210 http://www.lastormwater.org/about-us/regulatory-mandates/

would not differ substantially in type than that which currently exists. The parking for the Project would be located within the building and not subject to rain that can create runoff.

As required for plan check, the Project would submit site drainage plans to the City Engineer and other responsible agencies demonstrating compliance with water quality standards and wastewater discharge BMPs set forth by the City and the State Water Resources Control Board (SWRCB) for review and approval prior to development of any drainage improvements. In addition, design criteria as established in the SUSMP would be incorporated into the Project to minimize the off-site conveyance of pollutants. **Therefore, operation-related impacts to water quality will be less than significant.**

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact.

A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or includes withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. The nearest surface water in the vicinity is MacArthur Park Lake, approximately 1.45 miles away. No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins are on the Project Site or nearby.

Drainage appears to occur by sheetflow along existing contours towards the City streets. Groundwater was encountered during exploration at a depth of 22 and 26.5 feet below the ground surface (Borings 1 and 2) but not at 40 feet (Borings 3 and 4). The Seismic Hazard Zone Report for the Hollywood 7.5 minute Quadrangle indicates the historic highest groundwater level in the vicinity of the Site was on the order of 20 feet below the ground surface.[211] Excavation of the subterranean level will require shoring and dewatering to provide a stable and dry excavation due to the depth of excavation (up to 30 feet), the presence of water seepage, and the proximity of adjacent structures.

A public water system operated by the Los Angeles Department of Water and Power (LADWP) serves the Project Site. The sources of public water for the City of Los Angeles are surface water from California Water Project and Colorado River purchased through the Metropolitan Water District (MWD) and groundwater.[212] The Project Site is located in an urbanized area of the City. The Project Site is primarily covered with an office and parking structure (hardscape). The Project will similarly occupy the entire Project Site with a podium and two new buildings. Thus, the Project would not be altering the amount of impervious surface that affects groundwater recharge.

211 Preliminary Geotechnical Engineering Investigation, Geotechnologies, Inc., December 5, 2018.
212 LADWP, Water, Sources of Water: https://www.ladwp.com/, accessed April 16, 2018.

The development of the Project will not involve direct groundwater withdrawal, and therefore, it will not deplete groundwater supplies. The Project will not interfere with groundwater recharge since current recharge is negligible due to the existing and proposed impervious surface covering the Project Site. **Therefore, impacts will be less than significant.**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact.

A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. Proper surface drainage is critical to the future performance of the Project. Saturation of soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designated engineering properties. Proper Project Site drainage would be maintained at all times. The Project Site is located in an urbanized area of the City. The Project Site is primarily covered with a parking structure (hardscape). The Project will similarly occupy the entire Project Site with two new buildings and a podium parking structure. Thus, the Project would not be altering the amount of impervious surface that affects drainage patterns. The Project Site is within a developed area of the City, which is connected to the municipally-owned separated storm sewer system (MS4); therefore, the development of the Project will not cause changes in existing drainage patterns or surface water bodies in a manner that could cause erosion or siltation. The Project Site is not near and will not alter a stream or river. **Therefore, impacts related to site drainage and erosion will be less than significant.**

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact.

A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties. The Project Site is located in an urbanized area of the City. The Project Site is primarily covered with a parking structure (hardscape). The Project will similarly occupy the entire Project Site with two new buildings and a podium parking structure. Thus, the Project would not be altering the amount of impervious surface that affects drainage patterns. No flooding is expected to occur on- or off-site due to the relatively flat grades of the Project Site and the vicinity. The Project Site is also not near, nor would be altering, a stream or river. **Therefore, no impact with respect to flooding will occur.**

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact.

A significant impact may occur if a project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project Site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach storm drains. No natural watercourses exist on or in the vicinity of the Project Site. Water runoff flows toward the existing storm drain system on Wilshire Boulevard.[213] Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean. As discussed in the response to Question 9(a), the Project is required to comply with the NPDES program, LID Best Management Practices, as well as the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants. Additional discussion of the construction and operation impacts is provided below.

Construction

The Project would require excavation for two subterranean levels and utility and foundation work. Three general sources of potential short-term construction-related stormwater pollution associated with the Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion and the transportation of pollutants via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials can effectively mitigate the potential pollution of stormwater by these materials. The same types of common sense, “good housekeeping” procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination.

Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. When properly designed and implemented, these practices would reduce short-term construction-related impacts to a less than significant level by controlling dust and erosion that may occur

213 Navigate LA, Storm Drains Layer: http://navigatela.lacity.org/navigatela/.

onsite and leaks from any construction equipment. The Project is required to comply with the LID Best Management Practices, which are determined on a case by case basis by the Department of Public Works. Approval will not be granted or issued until appropriate and applicable stormwater BMPS are incorporated into the Project design plans. **Compliance with existing regulations would reduce the potential for construction water quality impacts to a less than significant level.**

Operation

Activities associated with operation of the Project will not generate substances that could degrade the quality of water runoff. The deposition of chemicals by cars in the existing parking lot could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. By removing the existing parking structure and developing a mixed-use project, the type of urban runoff would likely improve in quality. The parking for the Project would be located below grade in two subterranean levels and within the building on 4 levels. Therefore, the parking areas would not be subject to rain that can create runoff. In addition, impacts to water quality would be reduced since the Project must comply with water quality standards and wastewater discharge BMPs set forth by the County of Los Angeles and the SWRCB. Furthermore, required design criteria, as established in the SUSMP for Los Angeles County and the City (such as LID), would be incorporated into the Project to minimize the off-site conveyance of pollutants. **Compliance with existing regulations would reduce the potential for operational water quality impacts to a less than significant level.**

iv. impede or redirect flood flows?

No Impact.

This question would apply to the Project only if it were placing housing in a 100-year flood zone. The Project would not be located in a 100-year flood hazard area according to the Los Angeles General Plan Safety Element map.[214] Lands designated as special flood hazard areas are identified by the Federal Emergency Management Agency (FEMA) and published in the Flood Insurance Rate Map (FIRM) to establish the flood risk premium zone. These areas are subject to inundation by a flood having a one-percent or greater probability of being equaled or exceeded during any given year. This flood, which is referred to as the 1% annual chance flood (or base flood), is the national standard on which the floodplain management and insurance requirements of the National Flood Insurance Program (NFIP) are based. The Project Site is not within a Flood Zone.[215] **Therefore, no impact will occur.**

d) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to

214 Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.

215 ZIMAS search: http://zimas.lacity.org/.

project inundation?

No Impact.

A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk for the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. Seiches are oscillations generated in enclosed bodies of water that can be caused by ground shaking associated with an earthquake. Mitigation of potential seiche action has been implemented by the LADWP through regulation of the level of water in its storage facilities and providing walls of extra height to contain seiches and prevent overflows. Dams and reservoirs are monitored during storms and measures are instituted in the event of potential overflow.[216] The Project is located approximately 11 miles away from the Pacific Ocean and is not located within an area potentially impacted by a tsunami.[217]

The City of Los Angeles ZIMAS mapping system does not classify the Project Site as within a landslide area.[218] The City's General Plan Safety Element has no areas around the Project Site identified as a bedrock or probable bedrock landslide area.[219] Thus, there is no potential for mudflow. Therefore, development of the Project will not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. **No impacts related to tsunamis, seiches, and mudflow will occur.**

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact.

Potential pollutants generated by the Project would be typical of residential and commercial land uses and may include sediment, nutrients, pesticides, pathogens, trash and debris, oil and grease, and metals. The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Implementation of the LID measures on the Project Site would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the Project would not conflict with or obstruct any water quality control plans for Ballona Creek. In addition, with implementation of the Project's proposed landscaping, impervious surfaces would marginally decrease. The decrease in impervious areas would improve the groundwater recharge capacity of the Project Site over existing conditions.

216 Page II-16, Los Angeles General Plan Safety Element, http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.
217 ZIMAs search: http://zimas.lacity.org/.
218 ZIMAs search: http://zimas.lacity.org/.
219 Los Angeles Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, April 16, 2018.

With compliance with existing regulatory requirements and implementation of LID BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. **Impacts would be less than significant.**

XI. Land Use And Planning

a) Would the project physically divide an established community?

Less Than Significant Impact.

A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The Project is not of a scale or nature that would physically divide an established community. The Project is not affecting any right-of-ways. The Project will be built on an existing urban infill site currently improved with a parking structure behind existing office buildings that will remain. The Project's uses are compatible with the residential uses along Wilshire and the residential uses to the south, which are higher density multi-family units located in an urbanized area. Throughout the City and near the Project Site, there are similar residential uses, especially in dense areas, such as Downtown Los Angeles, Hollywood, and West Long Angeles. **As such, impacts related to physical division of an established community will be less than significant.**

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?

Less Than Significant Impact.

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate.

The legal standard that governs consistency determinations is that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan. (See *Sequoyah Hills Homeowners Assn. v. City of Oakland (*1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in *Sequoyah*, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (see also *Greenebaum v. City of Los* Angeles (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan, supra*, 102 Cal.App.4th at p. 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also

recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (Id.).

The following is a list of applicable land use plans, policies, and regulations:

- City of Los Angeles General Plan
- Wilshire Community Plan
- ZI-2410 Metro Westside Subway Extension Project
- ZI-1117 MTA Project
- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2374 Los Angeles State Enterprise Zone
- ZI-1940 Wilshire Center/Koreatown Redevelopment Project and the Adaptive Reuse Incentive Area.
- Los Angeles Municipal Code

Compliance with Plans

City of Los Angeles General Plan

State law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals.[220] The City's General Plan is a dynamic document consisting of 11 elements, including 10 citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual land use consistency plans for each of the City's 35 Community Plan Areas.

City of Los Angeles General Plan Framework Element

The Project Site is designated Regional Center Commercial.[221]

Regional Centers[222]

220 California Government Code Section 65300.
221 ZIMAS search: http://zimas.lacity.org
222 General Plan, Chapter 3-Land Use: http://cityplanning.lacity.org/cwd/framwk/chapters/03/03205.htm.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. The General Plan Land Use Framework Element identifies the Project Site as Regional Center Commercial. Regional centers are intended to serve as the focal points of regional commerce, identity, and activity. They cater to many neighborhoods and communities and serve a population of 250,000 to 500,000 residents. They contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Region-serving retail commercial malls and retail services should be integrated where they complement and support the other uses in the regional center. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities. Regional centers, typically, provide a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips. Consequently, each center shall function as a hub of regional bus or rail transit both day and night. Good quality street, area, and pedestrian lighting is essential to generating feelings of safety, comfort, and wellbeing necessary for ensuring public nighttime use of transit facilities. They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Physically, the regional centers are generally characterized by three forms of development:

1. Areas containing mid- and high-rise structures concentrated along arterial or secondary highway street frontages (e.g., Wilshire and Hollywood Boulevards). The intensity of activity and incorporation of retail uses in the ground floor of these structures should induce considerable pedestrian activity.

2. Areas containing mid- and high-rise structures sited on large independent lots, set back from the property frontages (e.g., Warner Center and most of Century City). Though inhibited by the separation of structures, it is encouraged that buildings and sites be designed to improve pedestrian activity within the center.

3. Areas containing retail commercial "malls," characterized by low- and mid-rise buildings clustered around common pedestrian areas. It is encouraged that these buildings be sited and designed to improve their relationships to their principal street frontages, enhancing pedestrian activity.

Table B.11-1, General Plan Land Use, lists the goals, objectives, and policies for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable policies of the General Plan for each land use (within a developer's control or developer focused).

Wilshire Community Plan

The Project Site is located within the Wilshire Community Plan (Community Plan), which was adopted in September 2001.[223] **Table B.11-2, Wilshire Community Plan**, sets forth the Community Plan's objectives for residential and commercial land use and discusses the Project's consistency and applicability with each of them. The Project would not conflict with any of the goals, objectives, and policies of the Wilshire Community Plan. The Project would be consistent with all applicable policies related to the buildings siting, location, uses, and design features of private development.

The Project would also implement and be consistent with the applicable goals and policies of the General Plan and the General Plan Framework. The Project includes a mix of urban infill uses (residential, commercial) with bicycle parking and is located near public transit. Additionally, the Project would promote economic development by providing approximately 200 construction and 50 permanent jobs. The Project supports and promotes a pedestrian oriented streetscape along Wilshire Boulevard.

The Project will comply with the Los Angeles Green Building Code (LAGBC), which is based on the 2010 California Green Building Standards Code (CalGreen). The Project would provide natural surveillance and transition zones due to the large glass windows and distinction between public space and private building.

Compliance with Existing Regulations

ZI-2410 Metro Westside Subway Extension Project

Prior to the issuance of any building permit meeting the below criteria within an identified Metro Rail planning area (five hundred foot radius of future alignments), consultation with Metro is required.[224]

ZI-1117 MTA Project

Prior to the issuance of any building permit within 100 feet of the Metro Rail construction area, the Applicant shall obtain clearance from Metro.[225]

ZI-2452 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically,

223 Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf
224 http://zimas.lacity.org/documents/zoneinfo/ZI2410.pdf
225 http://zimas.lacity.org/documents/zoneinfo/ZI1117.pdf

Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.[226]

The Project contains multiple uses, including residential and commercial. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.[227] The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.[228] The Project Site is within one block of the Metro Purple Line Western Park Station as well as multiple Metro and LADOT DASH lines.

ZI-2374 Los Angeles State Enterprise Zone

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height.[229]

ZI-1940 Wilshire Center/Koreatown Redevelopment Project and the Adaptive Reuse Incentive Area.

All applications within the Wilshire Center/Koreatown Redevelopment Project requesting a permit for construction, remodeling, improvements, alterations including seismic compliance, demolition and/or signs must be referred to the Community Redevelopment Agency (CRA) for both CEQA clearance and permit approval.[230] On December 29, 2011, the California Supreme Court issued its decision in *California Redevelopment Association v. Matosantos*. The decision upheld state law dissolving all California redevelopment agencies including the CRA/LA and made the dissolution of the agencies effective February 1, 2012. For purposes of this analysis, any references to the former CRA/LA are intended to mean the Designated Local Authority pursuant to changes in state law as discussed above. CRA is statutorily prohibited from entering any new agreements and is currently only allowed to wind down CRA affairs, including honoring existing obligations and addressing land use issues consistent with CRA's land use powers under the Redevelopment Plan. To date, the CRA has not transferred its land use powers to the Los Angeles Department of City Planning.

226 http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf.
227 California Public Resources Code Section 21099(a)(4).
228 California Public Resources Code Section 21099(a)(7).
229 ZI-2374: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf.
230 http://zimas.lacity.org/documents/zoneinfo/ZI1940.pdf

The Wilshire Center Redevelopment Plan sets forth an array of goals promoting business retention and expansion, attracting new businesses and developing public improvements.[231] The Project would promote the economic well-being of the area by increasing the tax revenue at the Site, redevelop the parking structure into a residential and commercial project. The Project would enhance the safety of the area by increasing the population and employees at the Site providing a natural surveillance around the Site into the night. The Project would add housing to the Site. The other objectives are for government policies and services.

Conclusion

The requested discretionary actions do not conflict with existing land uses in the area, and the Project would not introduce incompatible uses. **The Project is consistent with SCAG RTP, the General Plan, the Community Plan goals, objectives and policies related to commercial use and urban design guidelines, to the extent feasible and applicable. As such, impacts would be less than significant.**

231 http://www.crala.org/internet-site/Projects/Wilshire_Center/upload/WilshireCenter.pdf

Table B.11-1
General Plan Land Use

Goal, Objective, Policies	Discussion
Regional Centers	
GOAL 3F Mixed-use centers that provide jobs, entertainment, culture, and serve the region.	**Consistent.** The Project would create a mix of uses (640 residential units and 10,738 square feet commercial) that provides jobs and culture, and serves the region.
Objective 3.10 Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.	**Consistent.** The Project would create a mix of uses that provides jobs and is served by the Metro Purple Line at a nearby station 450 feet northwest, which provides access to the greater region. The uses are compatible with other existing uses in the area. The Project will also enhance urban lifestyles by developing a size and scale project that is more appropriate for an urban regional center compared to the Project Site's existing underutilized parking structure condition.
Policy 3.10.1 Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans	**Consistent.** The Project would create a residential development that serves the region and is accessible due to the Metro Purple Line at a nearby station 450 feet northwest. The commercial uses support the residential uses and also would be available to the public. Table 3-1 of General Plan Land Use policy 3.10.1 states that Regional Commercial typically includes eating and drinking establishments, retail/commercial, and commercial overnight accommodations, among other uses. The Project would satisfy this requirement.
Policy 3.10.4 Provide for the development of public streetscape improvements, where appropriate.	**Consistent.** Dedication and improvements are required per the Bureau of Engineering (BOE). There are 30 trees in the public right-of-way (sidewalk or called a street tree), of which one is a protected species and will not be removed. Of the 29 non-protected street trees, 19 trees would be removed and replaced. The Project would create new landscaping and trees on 7th, Mariposa, and Irolo. The sidewalks would be updated to widths required per BOE.
Policy 3.10.6 Require that Regional Centers be lighted to standards appropriate for nighttime access and use.	**Consistent.** The Project lighting would be standard for a residential and commercial building. Lighting will be designed and installed with shielding if necessary.
General Plan, Chapter 3-Land Use: http://cityplanning.lacity.org/cwd/framwk/chapters/03/03205.htm Table: CAJA Environmental Services, August 2019.	

Table B.11-2
Wilshire Community Plan

Objective and Policies	Discussion
Residential	
Objective 1-1 Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.	**Consistent**. The Project provides residential uses with a variety of bedroom sizes (441 studio and 199 2-bedroom units).
Policy 1-1.1 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.	**Consistent.** The Project includes development of mixed-use structures (residential units over commercial), similar in height and massing to other existing buildings along Wilshire Boulevard in the Project area. Additionally, no single-family/low-density residential neighborhoods are located near the Project Site. The nearest residential uses are multi-family, 2- to 5-story residential buildings along 7th Street and along Mariposa Avenue.
Policy 1-1.2 Promote neighborhood preservation in all stable residential neighborhoods.	**Consistent.** The Project would promote neighborhood stabilization through infill development of the Project Site with residential and commercial. None of the residential neighborhoods near the Project Site would be affected by the Project as all development would be on a site that currently has a parking structure and would not remove any existing nearby residential uses.
Policy 1-1.3 Provide for adequate Multiple Family residential development.	**Consistent.** The Project includes development of multi-family residential units, consistent with the land use designation for the Project Site.
Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.	**Consistent.** The Project includes development of multi-family residential units, consistent with the land use designation for the Project Site. A mixed-use designation is to extend surrounding residential communities and supporting services into the boulevards. Wilshire Boulevard supports residential and commercial uses. The Project would be compatible with these uses and the residential uses to the south along 7th.
Objective 1-2 Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.	**Consistent.** The Project includes development of multi-family residential dwelling units and commercial uses, which is in proximity to several transit lines and within one block of the Metro Purple Line Normandie Station, 450 feet northwest. This would allow visitors and residents of the Project to use public transit and reduce reliance on single-user vehicles.
Policy 1-2.1 Encourage higher density residential uses near major	**Consistent.** The Project includes development of multi-family residential

Objective and Policies	Discussion
public transportation centers.	dwelling units and commercial uses, which is in proximity to several transit lines and within one block of the Metro Purple Line Normandie Station, 450 feet northwest.
Objective 1-3 Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	**Consistent**. While the Project Site does not contain existing residential uses, it is located adjacent to an existing multi-family residential neighborhood. The Project would include residential and commercial uses that would be compatible with these uses.
Policy 1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.	**Consistent.** The Project Site is located in a fairly densely developed area of the City. The visual character of the Project area is dominated by the mix of low-, mid-, and high-rise residential development. The scale of the proposed buildings would be consistent with the scale of existing buildings along Wilshire Boulevard. The design, architecture, construction, and landscaping of the Project would comply with the City's design requirements for mixed-use buildings and the Project would be compatible with the existing residential land uses within the area.
Policy 1-3.2 Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.	**Consistent**. Analysis of the potential impacts to historical resources has found that the Project will insert substantial new construction on land that was currently occupied by a three-story parking structure. The proposed new construction, however, will not result in substantial adverse changes that reduces the integrity or significance of historic resources either adjacent to or in the near vicinity of the Project Site.
Policy 1-3.3 Promote the preservation and rehabilitation of individual residential buildings of historic significance.	**Consistent**. Analysis of the potential impacts to historical resources has found that the Project will insert substantial new construction on land that was currently occupied by a three-story parking structure. The proposed new construction, however, will not result in substantial adverse changes that reduces the integrity or significance of historic resources either adjacent to or in the near vicinity of the Project Site.
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 residential streets.	**Consistent**. The Project Site would be on 7th Street, which contains residential uses south of the Site. Currently, the Project Site's parking structures provide access on 7th Street. The Project would close and remove one parking structure and shift access to Mariposa Avenue for the residential uses. The Project would not result in a significant impact at any of

Objective and Policies	Discussion
	the study neighborhood street segments (Mariposa south of 7th and Normandie south of 7th).
Objective 1-4 Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.	**Consistent**. The Project provides residential uses with a variety of bedroom sizes. Of the 640 units, 5% (32 units) affordable (considered Moderate Income, using the State's level of affordability and Los Angeles Housing Community Investment Department's schedule of rents for Moderate Income units.
Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing.	**Consistent.** The Project includes development of 640 multi-family residential units (441 studio units and 199 2-bedroom units). Of the 640 units, 5% (32 units) affordable (considered Moderate Income, using the State's level of affordability and Los Angeles Housing Community Investment Department's schedule of rents for Moderate Income units. The housing would be in proximity to several transit lines and within one block of the Metro Purple Line Normandie Station, 450 feet northwest.
Policy 1.4-2 Ensure that new housing opportunities minimize displacement of residents.	**Consistent.** The Project site currently does not contain any residential development and, therefore, there will be no displacement of residents.
Policy 1.4-3 Encourage multiple family residential and mixed use development in commercial zones.	**Consistent.** The Project would develop residential uses in a commercial C4 zone. The Project has a mix of uses including residential, retail, and restaurant uses. These uses complement each other because the residents can fulfill job opportunities and be customers of the commercial uses.
Commercial	
Objective 1 To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.	**Consistent**. The Project provides a mix of uses that would strengthen viable commercial development and provide new services within existing commercial areas. The Project will help to further activate Wilshire Boulevard.
Objective 2 To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.	**Consistent**. The Project has a mix of uses including residential, retail, and restaurant uses. These would provide a variety of commercial uses and generate job opportunities for the area residents.
Objective 3 To improve the compatibility between commercial and residential uses.	**Consistent**. Commercial and residential uses are compatible with each other because the residents can fulfill job opportunities and be customers of the commercial uses.

Objective and Policies	Discussion
Objective 2-1 Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	**Consistent**. The Project includes commercial uses along Mariposa and commercial kiosks in the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue. The Site is in an established commercial area south of Wilshire. The proposed new commercial would provide additional job opportunities and commercial activity.
Policy 2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.	**Consistent**. The Project includes commercial uses along Mariposa and commercial kiosks in the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue. The Site is in an established commercial area south of Wilshire that already supports. The proposed new commercial would provide additional job opportunities and commercial activity.
Policy 2-1.2 Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.	**Consistent**. The Project includes commercial uses along Mariposa and commercial kiosks in the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue. The Project would be separate from any stand alone residential development, which is located south of 7th Street.
Policy 2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	**Consistent**. The Project would add residential uses and new residents and employees to the area, which could support existing neighborhood stores and businesses.
Objective 2-2 Promote distinctive commercial districts and pedestrian-oriented areas.	**Consistent**. The Project would include commercial uses that would increase the commercial activity in the area. The Project would remove a parking structure and add a residential and commercial building that would enhance the pedestrian experience on 7th and Mariposa. It would provide new street trees and streetscape improvements such as landscaping. The additional residents and employees at the Site would also increase the sidewalk activity with ground-floor storefronts, entrances, and allow users to walk to Metro transit stops.
Policy 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development	**Consistent**. The Project includes commercial uses along Mariposa and commercial kiosks in the pedestrian space between the existing buildings and proposed building, just off Mariposa Avenue. The Project would remove a parking structure and add a residential and commercial building that would enhance the pedestrian experience on 7th and Mariposa. It would provide new street trees and streetscape improvements such as landscaping.
Policy 2-2.2 Encourage large mixed use projects to incorporate	**Consistent**. The Project includes commercial uses and open space deck on

Objective and Policies	Discussion
facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.	the parking structure to enhance the walkability of the area. The Project would remove a parking structure and add a residential and commercial building that would enhance the pedestrian experience on 7th and Mariposa. It would provide new street trees and streetscape improvements such as landscaping.
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**. .The Project includes new retail and restaurant uses, which could be neighborhood-serving uses. These would be on the ground floor of a mixed-use residential development.
Objective 2-3 Enhance the visual appearance and appeal of commercial districts.	**Consistent**. The Project would remove a parking structure and add a residential and commercial building that would enhance the pedestrian experience on 7th and Mariposa. The Project would include two new contemporary buildings. The Project would appear as an integrated structure (common podium and deck) with two towers, with articulation and variation created by the massing of individual components. Parking spaces within the building, ground level commercial uses and residential units located within the building have been integrated into the overall architectural theme of the Project to create a modern appearance. Overall variation in building appearance is created with the use of various materials and massing of the ground level uses, the placement of residential units along the perimeter of the Podium, the landscaped ground floor, and the transition of the first floor commercial to upper level residential.
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 new buildings would be along 7th and Mariposa which currently have 2- to 5-story residential buildings. The proposed new buildings would be taller than existing parking structure to be replaced and neighboring buildings. The Project is similar in size and scale to multi-story structures in the vicinity of the Project Site. The Existing Office Buildings at 3440 Wilshire (within the Project Site) has three 12-story buildings and one 11-story building. 3424 Wilshire (100 feet east of the Site) is a 13-story office building. 3435 Wilshire (450 feet north) is a 28-story office building. 691 Irolo (450 feet west of the proposed building footprint) is a 21-story residential building. 3530 Wilshire (375 feet from the proposed building footprint) is an 18-story office building. The Project would remove a parking structure and add a residential and

Objective and Policies	Discussion
	commercial building that would enhance the pedestrian experience on 7th and Mariposa. It would provide new street trees and streetscape improvements such as landscaping.
Source: Wilshire Community Plan, http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf Table: CAJA Environmental Services, August 2019.	

XII. Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact.

A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the Project would convert an existing or future regionally-important mineral extraction use to another use, or if the Project would affect access to a site used or potentially available for regionally-important mineral resource extraction. Mineral Resources Zone-2 (MRZ-2) sites contain potentially significant sand and gravel deposits, which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction. Much of the area within the MRZ-2 zone in Los Angeles was developed with structures prior to the MRZ-2 classification and, therefore, are unavailable for extraction.[232] MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans.[233] Neither the Project Site nor the surrounding area is in an MRZ-2 zone, nor identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits would occur.

The Project Site is not located within any Major Oil Drilling Areas, which are 25 city designated major oil drilling areas. The nearest one is #10 LA City Oil Field, located near 3rd Street and Alameda Street.[234] The California Department of Conservation has more detailed online mapping of wells. No oil wells exist on the Project Site.[235] **Therefore, no impacts to mineral resources of regional or statewide significance will occur.**

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact.

A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site

232 City of Los Angeles Department of City Planning, Conservation Element, adopted September 2001, page II-58: http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed June 12, 2018.

233 City of Los Angeles Department of City Planning, Conservation Element, adopted September 2001, page II-59: http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed June 12, 2018.

234 City of Los Angeles Department of City Planning, Safety Element Exhibit E, Oil Field and Oil Drilling Areas: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed June 12, 2018.

235 California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Online Mapping System, District 1, website: http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx, June 12, 2018.

in use or potentially available for locally-important mineral resource extraction. The Project Site is not delineated as a locally important mineral resource recovery site on any City plans. Additionally, as stated in the response to Question 11(a), no oil wells exist on the Project Site. Furthermore, the Project Site is surrounded by dense urban uses. Thus, the Project Site would not be an adequate candidate for mineral extraction. **Therefore, no impacts to loss of availability of a locally important mineral resource will occur.**

XIII. Noise

The section is based in part on the following item, included as Appendix I of this MND:

I Noise Appendices, DKA Planning, September 2018.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Table B.13-1** provides examples of A-weighted noise levels from common sources.

Table B.13-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA, L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet Flyover at 1,000 Feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 Feet	60
Residential Air Conditioner at 50 Feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use. They do not meet the standard required for detailed noise analysis, but are provided for the reader to gain a rudimentary concept of various noise levels.	

Noise Definitions

This noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}), maximum noise level (L_{max}), and Community Noise Equivalent Level (CNEL).

Equivalent Noise Level. L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period. L_{eq} is expressed in units of dBA.

Maximum Noise Level (L_{max}). L_{max} represents the maximum instantaneous noise level measured during a given time period.

Community Noise Equivalent Level. CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. Because of this, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Noise Attenuation

Noise levels decrease as the distance from a noise source to receivers increases. For each doubling of distance, noise from stationary sources, commonly referred to as "point sources," can decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots), and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet and 77 dBA at 200 feet. Noises generated by mobile sources decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line-of-sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels, allowing noise to reach receivers by diffraction only. As a result, sound barriers can reduce source noise levels by up to 20 dBA, though it is infeasible for temporary barriers to reduce noise levels by more than 15 dBA[236] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

236 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

It should be noted that because decibels are logarithmic units they cannot be simply added or subtracted. For example, two cars producing 60 dBA of noise each would not produce a combined 120 dBA.

Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable and may cause community reactions. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.[237] However, few people are highly annoyed at noise levels below 55 dBA L_{eq}.[238]

Regulatory Setting

Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or the long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated by and evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State

State of California 2017 General Plan Guidelines**.** The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table B.13-2** illustrates State compatibility considerations between various land uses and exterior noise levels.

Table B.13-2
Land Use Compatibility for Community Noise Environments

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			

237 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.
238 World Health Organization, Guidelines for Community Noise, 1999.

					CU			
Residential – Multi-Family	NA							
			CA					
					NU			
					CU			
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
							CU	
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
							CU	
Auditoriums, Concert Halls, Amphitheaters								
	CA							
				CU				
Sports Arenas, Outdoor Spectator Sports								
	CA							
					CU			
Playgrounds, Neighborhood Parks	NA							
				NU				
						CU		
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
				NU				
								CU
Office Buildings, Business Commercial and Professional	NA							
				CA				
						NU		
Industrial, Manufacturing, Utilities, Agriculture	NA							
				CA				
						NU		

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2; 2017.

City of Los Angeles

Los Angeles General Plan Noise Element**.** The City of Los Angeles General Plan includes a Noise Element that contains policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts that preserve acceptable noise environments for all types of land uses. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a proposed project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2 above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Los Angeles Municipal Code. The City of Los Angeles Municipal Code (LAMC) contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, the LAMC goes on to note that these limitations would not

necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
>
> *65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line.

> *SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES*
>
> *a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
>
> *b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*
>
> *c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02(a), below, would prevent Project HVAC systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

Existing Conditions

The Project Site is currently developed with four commercial office buildings that each include ground floor retail components: three buildings front Wilshire Boulevard, and one fronts Irolo Street. These existing office buildings would remain as part of the Project. On-site parking is provided by two parking structures: the five-story structure would remain, but the three-story structure would be demolished and replaced by the proposed podium and one podium with two-tower mixed-use development. Operational noises related to the Project Site's existing uses are primarily associated with the two open-air parking structures, which generate noise from auto-related activities (e.g. driving, doors slamming, engines starting, driveways, etc.). Outdoor seating/table areas associated with the Project Site's existing high-turnover and fast-food restaurant uses in the existing buildings generate nominal levels of noise that are typically inaudible over traffic noise from Wilshire Boulevard and general pedestrian noises in the area.

The Project Site comprises the majority of the block that is bounded by Wilshire Boulevard to the north, Mariposa Avenue to the east, 7th Street to the south, and Irolo Street to the West. Non-Project properties located within this block include the Piccadilly Apartments building (682 Irolo Street) and the 7th and Irolo Shopping Center (698 Irolo Street). Both are located near the northeast corner of 7th Street and Irolo Street. The proposed podium and two-building mixed-use structure would be located at the northwest corner of 7th Street and Mariposa Avenue. The majority of the Project's noise impacts, from both construction and operations, would be associated with this new structure.

Ambient noise levels in areas surrounding the Project vary, but they are generally consistent with its location in a dense urban environment bordered by two major roadways, Wilshire Boulevard and Irolo Street. Predictably, ambient noise levels are highest near these streets and somewhat quieter along Mariposa Avenue and 7th Street, collector streets with less traffic and primarily residential land uses in the vicinity of the Project Site.

There are a number of noise-sensitive land uses in the vicinity of the Project Site. Land uses sensitive to noise include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Local receptors include but are not limited to the following:

Piccadilly Apartments – 682 Irolo Street: This residential mid-rise building is located approximately 30 feet south of an existing Project Site office building (3470 While Boulevard) and 55 feet west of an existing 5-story parking structure. However, both of these structures would remain as part of the Project and neither would be subject to major noise-generating construction activities. The Piccadilly Apartments receptor is approximately 240 feet west of the proposed podium and Towers 1 and 2 location where the majority of the Project's noise-generating activities and new operational noise sources would be.

Oasis Church – 634 Normandie Avenue: This church is located at the northeast corner of Wilshire Boulevard and Irolo Street/Normandie Avenue, 140 feet north of an existing Project Site office building (3458 Wilshire Boulevard) but approximately 370 feet northwest of where the Project's major noise-generating construction activities and new operational noise sources would be.

Mariposa Avenue Residences: This receptor consists of residential uses located along Mariposa Avenue, east of the Project Site near 7th Street. Individual apartment buildings at 684 and 688 Mariposa Avenue are approximately 65 feet east of the proposed podium and Towers 1 and 2 location.

7th Street Residences: This receptor consists of residential uses fronting 7th Street, directly south of the Project Site. The two individual residences nearest to the proposed podium and Towers 1 and 2 locations are 701 Mariposa Avenue and 706 Normandie Avenue, 65 feet south across 7th Street.

Other noise-sensitive receptors are located at a greater distance from the Project and would experience lesser impacts than those listed above.

DKA Planning took short-term noise readings near the Project Site on September 4, 2018, to determine ambient noise conditions in the neighborhood. As discussed earlier, ambient noise at and around the Project Site largely correlates with vehicle traffic on nearby roadways, especially Wilshire Boulevard and Irolo Street. Lower traffic volumes on Mariposa Avenue and 7th Street result in lower ambient noise levels for receptors located along these roadways. Ambient noise levels are shown in **Table B.13-3** for reference.

Table B.13-3
Existing Ambient Noise Levels

Sensitive Receptor	Distance to Site	Existing Ambient Noise Level (dBA L_{eq})
1. Piccadilly Apartments	240 feet	68.0
2. Oasis Church	370 feet	71.4
3. Mariposa Avenue Residences	65 feet	62.2
4. 7th Street Residences	65 feet	61.9
Source: DKA Planning, 2018.		

Construction Noise

Regulated Noise Sources – LAMC Section 41.40 and 112.05

Proposed construction would generate noise during the roughly 48 months of demolition, site preparation, excavation/grading, building construction, site renovations, and application of architectural coatings. During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 AM and 9:00 PM Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction would be permitted to occur between 8:00 AM and 6:00 PM. Construction of the Project would require heavy-duty construction vehicles such as excavators and front-end loaders. Smaller equipment such as forklifts, generators, and various powered hand tools would also be utilized. Off-site secondary noises would be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks.

Regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction equipment to 75 dBA or below, as the Project Site is located within 500 feet of residential zones. Standard, industry-wide "best practices" for construction in urban or otherwise noise-sensitive areas would ensure the Project's construction noise stays below the City's 75 dBA threshold of significance. "Best practices" utilized by the Project would include equipping heavy equipment with noise-reducing mufflers and warming-up or staging equipment away from sensitive receptors. Additionally, temporary noise barriers would be erected between the Project Site and nearby residences located along 7th Street and Mariposa Avenue. **As shown in Table B.13-4, compliance with LAMC Section 112.05 would ensure that the Project's powered equipment noise levels at 50 feet do not exceed the LAMC's maximum 75 dBA limit.**

Table B.13-4
Construction Noise Levels

Noise Source	Noise Level (dBA, L_{max})[1]
	50 feet
Auger Drill Rig	74.4
Backhoe	64.6
Crane	72.6
Dozer	68.7
Drill Rig Truck	69.1
Excavator	67.7
Front-End Loader	66.1
Gradall	70.4
Grader	72.0
Scraper	70.6

Table B.13-4
Construction Noise Levels

Noise Source	Noise Level (dBA, L_{max})[1]
	50 feet
[1] Noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).	

With regard to off-site construction-related noise impacts, LAMC Section 112.05 does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by LAMC Section 41.40. Haul trucks in particular would access the regional freeway system immediately via Wilshire Boulevard, Irolo Street/Normandie Avenue, and other major arterials and designated truck routes, eliminating travel on quieter residential streets that would be more susceptible to pronounced noise increases from haul trucks. On major roadways such as Wilshire Boulevard, Project haul trucks would not be capable of substantially raising noise levels as they would represent a small fraction of overall traffic that these roadways carry. For example, Wilshire carries approximately 1,200 vehicles in each direction at peak hour. There could be approximately 20 vendor trips per day. **As a result, the Project's off-site construction noise impact from haul trucks would be less than significant.**

Operational Noise

On-Site Noise Sources

During Project operations, the development would produce noise from both on- and off-site sources. The direct on-site sources would include the following:

Mechanical Equipment. Regulatory compliance with LAMC Section 112.02 would ultimately ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. However, it is unlikely that the Project's HVAC or other mechanical systems would be capable of substantially altering surrounding noise levels. For example, HVAC systems associated with the proposed podium and two-tower structure would be rooftop mounted at a height much greater than nearby residences fronting Mariposa Avenue and 7th Street (which range from 3 to 8 stories). Ground and near-ground level noises at these receptors are likely to be unaffected by the Project's rooftop-mounted HVAC equipment. Other mechanical systems would be located within the structure in dedicated mechanical/electrical rooms. It should be noted that most apartment buildings in the vicinity of the Project include window or other exterior mounted HVAC units. Such units are often clearly audible at ground and near-ground levels as they contain limited shielding and are in direct line of sight of nearby receptors. LAMC Section112.02 would also regulate noises from pool pumping and filtering equipment.

Residential Land Uses. Noise from recurrent activities (e.g., conversation, consumer electronics) and non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees.

- Human conversation and activities. Noise associated with everyday human activities would largely be contained internally within the Project. Normal and reasonable use of the Project's open space areas would not be expected to generate a substantial amount of noise. Noise associated with outdoor residential activities could include passive activities such as human conversation and socializing on the roof deck or on units with outdoor balconies. These outdoor spaces represent gathering places for outdoor activities that are both private and group oriented. These would be intermittent activities that would produce negligible impacts from human speech, based in large part on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[239] Assuming an ambient noise level as low as 61.9 dBA L_{eq} at the nearby 7th Street residences, human conversations from rooftop activities could generate about 57.7 dB of noise at one meter (i.e., 3.2 feet).

  While the noise levels from rooftop activities would be marginal, the attenuation from the built environment would virtually eliminate any exposure to elevated noise levels at the nearest sensitive receptors. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree. The combination of the roof deck's height, roof edges and a safety barriers would block any light of-sight from residents and guests conversing on the rooftop. As a result, the increase in ambient noise levels at nearby receptors would be negligible for sensitive receptors that are no closer than 65 feet from the property line of the Project site.

The City's noise ordinance would provide a means to address nuisances related to residential noises, including LAMC Section 112.01, which governs noise from amplified noises.

Commercial Land Uses. The Project would include add two commercial kiosks (one along Irolo Street and one along Mariposa Avenue) and additional commercial spaces that could include limited outdoor seating and dining areas. Though these outdoor commercial areas could generate modest noise levels from users (e.g. conversation, general dining noises, etc.), it is important to note that they would be located near the center of the Project Site and setback from the street, far from any nearby sensitive receptors and out of direct line of sight. For example, the outdoor commercial area nearest to Mariposa Avenue would be approximately 250 feet from residential apartment buildings located near the intersection of Mariposa Avenue and 7th Street.

[239] Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

The Project's own massing would block the direct line of sight noise travel from this outdoor commercial area to these sensitive receptors. Residential land uses along 7th Street would be over 450 feet south of the proposed outdoor commercial areas and with no direct line of sight to them. Piccadilly Apartments would be approximately 150 feet south of the nearest proposed outdoor commercial area, but the line of sight to this receptor would be obstructed entirely by existing structures. Overall, it is unlikely that noise associated with the proposed commercial spaces and any outdoor seating/dining areas would be audible at nearby sensitive receptors, let alone capable of contributing to substantial increases in ambient noise levels. Other proposed commercial areas would be fully enclosed within the new podium and two-tower structure and would not contain outdoor features or components. Noise related to their operations would be primarily internal and within the Project space itself. Proposed loading areas would be located within the ground-floor of the enclosed podium parking structures. As a result, loading-related noises would be substantially attenuated off-site and occasional loading activities would have a limited influence on surrounding ambient noise levels.

Auto-Related Activities. The Project Site currently contains an open-air three-story parking structure that would be demolished and replaced with a six-level (two subterranean, four above ground) fully-enclosed podium structure containing 1,921 parking spaces. Given that auto-related noises from the existing garage are able to emanate unabated to off-site locations and receptors (since the parking structure is not wrapped by a podium or building) and that the proposed structure would contain such noises behind concrete walls and paneling, it is likely that off-site noise levels attributable to the Site's auto-related noises could decrease as a result of the Project.

Therefore, the impact potential of these on-site operational noise sources would be less than significant.

Off-Site Noise Sources

The majority of the Project's operational noise impacts would result from off-site mobile sources associated with its net generation of daily automobile trips. On a typical weekday, the Project is forecast to generate an estimated 2,348 net new daily trips, including 153 net new A.M. peak hour trips and 202 net new P.M. peak hour trips.[240] The noise impact of these vehicle trips was modeled using the Federal Highway Administration's (FHWA) Traffic Noise Model 2.5 (TNM 2.5).[241] This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along inputted roadway segments. For this analysis, an existing year (2018) no project scenario was compared to an existing year with Project scenario. As shown in **Tables B.13-5** and **B.13-6**, Project-related traffic would, individually, have a negligible impact on roadside ambient noise levels in the Project's vicinity. 24-hour CNEL impacts would similarly be minimal, far below LAMC Section

240 Fehr and Peers, Technical Addendum to 3440 Wilshire Boulevard Project Draft Transportation Analysis, August 2019.

241 TNM modeling reflects A.M. and P.M. peak hour traffic volumes of 131 and 186, respectively. The Project's traffic profile will not substantively increase these noise impacts, which are far substantially below the 5 dBA threshold established by LAMC Section 111.02.

111.02's threshold for significant operational noise impacts, which begin at a 5 dBA increase over average ambient noise levels at an adjacent property. Therefore, **operational noise impact from off-site noise sources would be less than significant.**

Table B.13-5
Existing + Project AM Peak Hour Mobile Source Noise Levels

Roadway Segment	Direction	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
7th St., E of Irolo St.	N	61.3	61.4	0.1	No
	S	60.2	60.3	0.1	No
Mariposa Ave., N of 7th St.	E	63.4	63.6	0.2	No
	W	63.3	63.4	0.1	No
Mariposa Ave., S of 7th St.	E	62.7	62.9	0.2	No
	W	62.4	62.6	0.2	No
Source: DKA Planning, 2018.					

Table B.13-6
Existing + Project PM Peak Hour Mobile Source Noise Levels

Roadway Segment	Direction	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
7th St., E of Irolo St.	N	63.1	63.3	0.2	No
	S	62.3	62.5	0.2	No
Mariposa Ave., N of 7th St.	E	63.4	63.6	0.2	No
	W	63.3	63.5	0.2	No
Mariposa Ave., S of 7th St.	E	62.7	63.0	0.3	No
	W	62.4	62.6	0.2	No
Source: DKA Planning, 2018.					

The majority of the Project's long-term noise impacts would come from traffic traveling to and from the Project. The addition of future traffic from any new developments in the Project area and overall ambient traffic growth would further elevate ambient noise levels surrounding local roadways over time. However, the Project's individual and cumulative contribution to permanent off-site ambient noise increases would also be minimal. As shown in **Table B-13-7** and **B.13-8**, with or without the addition of Project traffic, future roadside peak hour ambient noise levels would not increase by more than a marginal degree, far below thresholds of perceptibility. As a result, the Project would not result in a substantial permanent increase in ambient noise levels

above the levels existing with the Project. Therefore, **the Project's future and cumulative operational noise impact would be less than significant.**

Table B.13-7
Future + Project AM Peak Hour Mobile Source Noise Levels

Roadway Segment	Direction	Estimated dBA, L_{eq} 1hr				
		Existing (2018)	No Project (2026)	With Project (2026)	Project Change	Significant Impact?
7th St., E of Irolo St.	N	61.3	61.8	62.0	0.7	No
	S	60.2	60.8	60.9	0.7	No
Mariposa Ave., N of 7th St.	E	63.4	63.9	64.0	0.6	No
	W	63.3	63.8	63.9	0.6	No
Mariposa Ave., S of 7th St.	E	62.7	63.2	63.3	0.6	No
	W	62.4	62.9	63.0	0.6	No
Source: DKA Planning, 2018.						

Table B.13-8
Future + Project PM Peak Hour Mobile Source Noise Levels

Roadway Segment	Direction	Estimated dBA, L_{eq} 1hr				
		Existing (2018)	No Project (2026)	With Project (2026)	Project Change	Significant Impact?
7th St., E of Irolo St.	N	63.1	63.6	63.7	0.6	No
	S	62.3	62.7	62.9	0.6	No
Mariposa Ave., N of 7th St.	E	63.4	63.8	63.9	0.5	No
	W	63.3	63.7	63.8	0.5	No
Mariposa Ave., S of 7th St.	E	62.7	63.2	63.4	0.7	No
	W	62.4	63.7	63.8	1.4	No
Source: DKA Planning, 2018.						

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible. Sources of vibration include trains, buses, and construction activities.

Vibration Definitions

Peak particle velocity (PPV) can be used to describe vibration impacts to both buildings and humans. PPV represents the maximum instantaneous peak of a vibration signal, and it is usually measured in inches per second.[242]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. Ground-borne vibrations can also interfere with certain types of highly sensitive equipment or machines, especially imaging devices used in medical laboratories.

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.[243] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of ground-borne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

Regulatory Settings

For the evaluation of construction-related vibration impacts, FTA guidelines and recommendations are used given the absence of applicable federal, County, and City standards specific to temporary construction activities.

Federal Transit Administration (FTA). Though not regulatory in nature, the FTA has established vibration impact criteria as it relates to potential building and structural damages, as these are the foremost concern when evaluating the impacts of construction-related vibrations. **Table B.13-9** summarizes the FTA's vibration guidelines for building and structural damage.

Table B.13-9
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2

242 Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.
243 Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.

Table B.13-9
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
IV. Buildings extremely susceptible to vibration damage	0.12
Source: FTA, Transit Noise and Vibration Impact Assessment, May 2006.	

Construction Vibration Impacts

Construction of the Project would require heavy-duty steel-tracked earthmoving equipment such as bulldozers and excavators. Utilized for rough grading work, such vehicles can produce vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet.[244] Auger drilling rigs can produce similar vibration levels. Other construction vehicles, equipment, and practices would have lesser impacts. **Table B.13-10** shows the Project's projected construction vibration impacts at the nearest off-site structures. No receptor would experience potentially damaging levels of groundborne vibration from the Project's construction activities. More distant structures would experience lesser impacts. **As a result, the Project's construction vibration impacts would be less than significant.**

Table B.13-10
Building Damage Vibration levels at Off-Site Structures - Unmitigated

Off-Site Structures	Distance to Project Site (ft)	Condition	Significant Criteria (in/sec)	Impact (in/sec)	Significant ?
Parking Structure – 680 Mariposa Ave.	65	I. Reinforced concrete, steel or timber	0.5	0.021	No
Mariposa Avenue Residences	65	III. Non-engineered timber and masonry	0.2	0.021	No
7th Street Residences	65	III. Non-engineered timber and masonry	0.2	0.019	No
Source: DKA Planning 2018.					

Operational Vibration Impacts

The Project Site is currently developed with commercial uses that generate negligible vibration from operational sources, such as cars entering and exiting the property, mechanical equipment, and human activity. As such, there are no existing significant operational sources of vibration on the Project Site.

During Project operations, there would also be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Minimal levels of operational ground-borne vibration in the Project's vicinity would be generated by its related vehicle travel

244 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

on local roadways, but most vibrations from road vehicles are imperceptible. As a result, the Project's long-term vibration impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?

No Impact.

The Project is not located within the vicinity (i.e., five miles) of a private airstrip nor a public airport. The Project would not expose people to excessive noise levels related to the operation of a public airport. Santa Monica Municipal Airport is located 8 miles to the west. Hollywood Burbank Airport (Bob Hope Airport) is 10 miles to the north. Los Angeles International Airport (LAX) is approximately 9 miles to the southwest. Given the distance between the Project Site and the airports listed above, the Project would not have the potential to expose people working or residing in the Project area to excessive noise levels. Therefore, no impact would occur.

XIV. Population And Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact.

A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

Construction Impacts

Construction job opportunities created as a result of the Project are not expected to result in any substantial population growth in the area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts will not result from construction of the Project. **Therefore, construction-related population growth impacts will be less than significant.**

Operational Impacts

The Project Site is located in SCAG's City of Los Angeles Subregion. According to SCAG's 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2018 is approximately 4,009,193 persons.[245] In 2026, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,227,448 persons,[246] an increase of 218,266 persons.

According to SCAG's State-approved 2014 Regional Housing Needs Assessment (RHNA), the City is in need of 82,002 housing units, an annual average of about 10,250 new dwelling units per year, for eight years.

245 Based on linear interpolation of 2012-2040 data.
246 Based on linear interpolation of 2012-2040 data.

Table B.14-1, Population, Households, and Employment in the City of Los Angeles, includes the 2018 (baseline) and 2026 (buildout year) population,[247] households,[248] and employment[249] values from SCAG's 2016-2040 RTP/SCS.

Table B.14-1
Population, Households, and Employment in the City of Los Angeles

Year	Population	Households	Employment
2018	4,009,192	1,403,674	1,797,592
2026	4,227,448	1,507,906	1,932,648
Projected Growth	+218,266	+104,232	+135,056
Population, housing, and employment calculated based on linear interpolation of 2018 and 2026 values. Based on the adopted 2016-2040 Regional Transportation Plan by SCAG: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf. Table: CAJA Environmental Services, September 2018.			

Population generation is shown in **Table B.14-2** and employee generation is shown in **Table B.14-3**. It is estimated that the Project would have approximately 1,555 residents and 29 employees. Employment in existing buildings would not change and, therefore, is not considered in the analysis.

Table B.14-2
Project Estimated Population Generation

Land Use	Quantity	Population Generation Rates	Total Population
Residential	640 DU	2.43 person / DU	1,555
		Proposed Population	**1,555**
Note: DU = dwelling unit Source: The source for the 2.43 persons-per-household rate for the City is the American Community Survey, 5-year (2012-2016) Average Estimates. Table: CAJA Environmental Services, August 2019.			

247 The interpolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2012. Population between 2012 (3,845,500) and 2040 (4,609,400) is projected to grow by 763,900 over the 28-year period, or 27,282 per year average.

248 The interpolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2012. Households between 2012 (1,325,500) and 2040 (1,690,300) is projected to grow by 364,800 over the 28-year period, or 13,029 per year average.

249 The interpolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2012 for the baseline and buildout years. Employment between 2012 (1,696,300) and 2040 (2,169,100) is projected to grow by 472,700 over the 28-year period, or 16,882 per year average.

Table B.14-3
Project Estimated Employment Generation

Land Use	Size	Employee Generation Rates	Total Employees
Commercial	10,738 sf	1 employee / 369 sf	29
		Proposed Employees	**29**

Note: sf = square feet
Source: LAUSD 2018 Developer Fee Justification Study, March 2018. Table 14.
Table: CAJA Environmental Services, August 2019.

The July 2019 unemployment rate is Los Angeles-Long Beach-Glendale area is approximately 5.0 percent.[250] Thus, there is still potential for employment capacity (jobs) to increase to fulfill demand. The Project is not a unique use to compel substantial new residents to the area to fulfill the jobs. Rather the jobs could be filled by workers already counted within the Los Angeles area.

The estimated 1,555 new residents generated by the Project would represent approximately 0.7 percent of the population growth forecasted between 2018 and 2026. Therefore, the Project's residents would be well within SCAG's projection for the City.

The Project's 640 new residential units would constitute up to approximately 0.6 percent of the housing growth forecasted between 2018 and 2026. Therefore, the Project's housing units would be well within SCAG's projection for the City.

The Project's 29 new employees would constitute up to approximately 0.03 percent of the employee growth forecasted between 2018 and 2026. Therefore, the Project's housing units would be well within SCAG's projection for the City.

As emphasized in many regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. The Housing Element has identified 4,019 sites (1,014.2 acres) in the Wilshire Community Plan Area as having housing capacity for 51,490 net units.[251] The Project Site does not currently provide housing but will add housing units. The Project will not conflict with the Housing Element, which requires that the City must show it has adequate land zoned to accommodate the RHNA allocation of 82,002 housing units for 2013-2021.[252] Thus, the Project, which is adding housing units, will not result in a net loss of housing inventory in the area. By developing new residential dwelling units, the Project would help to fulfill this demand.

250 Bureau of Labor Statistics: http://www.bls.gov/eag/eag.ca_losangeles_md.htm.
251 City of Los Angeles, Housing Element, 2013-2021, adopted December 3, 2013, Table 3.1, page 3-4.
252 City of Los Angeles, Housing Element, 2013-2021, adopted December 3, 2013, page 3-3.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City and consistent with the Wilshire Community Plan. Therefore, the Project would not induce substantial unplanned population growth. As a result, **impacts related to population and housing would be less than significant.**

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact.

The Project Site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing people or housing. **Therefore, no impact would occur.**

XV. Public Services

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In City of Hayward v. Board of Trustee of California State University (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.[253]

This section is based on the following letters, included as Appendix J of this MND:

J-1 Los Angeles Unified School District response, July 12, 2017.

J-2 Los Angeles Department of Recreation and Parks response, August 16, 2017.

J-3 Los Angeles Public Library response, October 10, 2018.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

i) Fire protection?

Less Than Significant Impact.

A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. A total of 1,104 uniformed firefighters (included

253 City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

242 serving as Firefighters/Paramedics), are always on duty at 106 neighborhood fire stations located in the LAFD's 471-square-mile jurisdiction.[254] Pursuant to Table 507.3.3 of the 2014 Fire Code, the maximum response distance between commercial land use and a LAFD station that houses an engine company[255] is 1.0 mile and a station that houses a truck company[256] is 1.5 miles. If these response distances are exceeded, installation of an automatic fire sprinkler system is required.[257]

The Project Site is served by several fire stations, as shown in **Table B.15-1, Fire Stations**.

Table B.15-1
Fire Stations

No.	Address	Distance	Equipment	Ave. Time (Turnout + Travel)	Incident Counts
29	4029 W. Wilshire	4,800 feet	Task Force Paramedic Rescue BLS Rescue Ambulance Decon Tender	EMS: 5:04 min Non-EMS: 4 :40 min	EMS: 4,482 Non-EMS: 1,090
13	2401 W. Pico	1.45 miles	Engine Paramedic Rescue EMS Battalion Captain	EMS: 4:52 min Non-EMS: 4:50 min	EMS: 5,260 Non-EMS: 983

Incident counts: year 2017 (January to December). Non-EMS is fire emergency. EMS is emergency medical service.

Response Time: year 2017 (January to December) average time (turnout time + travel time) in the station area.

Response time listed above does not include call processing, which averages 1:04 minutes citywide in 2017. Call processing is done at a central location and does not differ by fire stations.

Fire Department Call Processing Time: The time interval that starts when the call is created in CAD by a Fire Dispatcher until the initial Fire or EMS unit is dispatched. Turnout Time: The time interval between the activation of station alerting devices to when first responders put on their personal protective equipment and are aboard apparatus and en-route (wheels rolling). Both station alarm and en-route times are required to measure this for each unit that responds.

Travel Time: The time interval that begins when the first unit is en route to the incident and ends upon arrival of any of the units first on scene. This requires one valid en-route time and one valid on-scene time for the incident. Travel time can differ considerably amongst stations. Many factors, such as traffic, topography, road width, public events and unspecified incident locations, may impact travel time.

Incident Count: The number of incidents that result in one or more LAFD units being dispatched, regardless of record qualification.

http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf

Task Force: Truck company and two fire engines.

LAFD April 2016 Fire Station Directory.

Table: CAJA Environmental Services, April 2018.

254 http://www.ecodes.biz/ecodes_support/free_resources/2014LACityFire/PDFs/Chapter%205%20-%20Fire%20Service%20Features.pdf.

255 LAFD: All LAFD Engines are Triple Combination apparatus, meaning they can pump water, carry hose, and have a water tank: http://lafd.org/about/apparatus.

256 LAFD: Aerial Ladder Fire Engines: http://lafd.org/about/apparatus.

257 http://www.ecodes.biz/ecodes_support/free_resources/2014LACityFire/PDFs/Chapter%205%20-%20Fire%20Service%20Features.pdf.

Response Distance

The Project Site is located within the response distance specified by Table 507.3.3 of the 2014 Fire Code. Station No. 29 is within 1 mile away and contains a Task Force (truck company and engine company)[258] and additional engine and ambulance. Additionally, the Project will be constructed with fire protection as required by the LAFD Chief, unless other building and safety codes supersede those requirements. The LAFD goal is to reach EMS incidents within 5 minutes 90 percent of the time and fire incidents within 5:20 minutes 90 percent of the time. The Project is within the maximum response distance of a fire station with adequate equipment. There are also additional fire stations located nearby.

Construction Impacts

Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent right-of-ways. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As construction activities are temporary in nature and emergency vehicles have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel and/or driving in opposing traffic lanes, construction of the Project would not impact LAFD services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives during construction of the Project.

Emergency Access

Emergency vehicle access to the Project Site will continue to be provided from local and major roadways near the Project Site. The routes from the fire stations to the Project Site would likely pass through several of the study intersections. The future traffic conditions with the Project show that none of the 14 study intersections would have a significant impact (see **Section B.17** of this MND for additional information).[259]

Division 118 of the Fire Code requires that all new high-rise buildings greater than 75 feet in height (measured from the lowest point with fire access) include a fire control station containing a public address system and telephones for LAFD use. The fire control station must contain a fire detection and fire alarm system, an elevator recall switch and status panel for all elevator cars, a sprinkler control system, standby power and emergency electrical power controls, controls for unlocking stair shaft doors, smoke evacuation and fan controls, stairway pressurization control switches, and status indicators for fire pumps and water supply. A sound-powered telephone communication system must be located at every floor level in each enclosed

258 LAFD: http://www.lafd.org/about/about-lafd/apparatus.

259 Transportation Impact Analysis, Fehr & Peers, September 2018 and Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.

exit stairway, at every exterior location where an enclosed stairway exits to a public way, on the roof, and in every elevator car. In addition, a high-rise building must have at least one emergency and fire control elevator in each bank of elevators (Section 57.118.05), a dependable method of sounding a fire alarm throughout the building (Section 57.118.06), an emergency smoke control system (Section 57.118.07), a standby and emergency power system (Section 57.118.08), stair shaft doors for fire department use (Section 57.118.09), pressurized stair shafts (Section 57.118.10), and other devices operable from the fire control station, as previously listed.

Division 118 also requires the installation of automatic sprinkler systems in all new high-rise buildings in addition to a rooftop emergency helicopter landing facility (EHLF) on each high-rise building in a location approved by the Chief of the LAFD (Section 57.4705.4). However, if specific life safety features are provided as outlined in LAFD Requirement No. 10, the EHLF is not required.[260] Such life safety measures include; providing an additional Fire Service Access Elevator in addition to the number of elevators required in the CBC; two (2) stairways (and a third if added) shall have roof access; enclosed elevator lobbies; escalator openings or stairways that are not part of the means of egress system and connect more than two stories protected by approved power-operated automatic shutters at every penetrated floor; automatic sprinkler systems; and a Video Camera Surveillance System with cameras located in all Firefighter Elevator Vestibules and on every 5th floor landing in exit stairway shafts, with an additional camera at the top of the exit stairway shaft.

For high-rise buildings, LAMC Section 57.33.19 requires the preparation of an Emergency Plan that establishes dedicated personnel and emergency procedures to assist the LAFD during an emergency incident, and establishes a drill procedure to prepare for emergency incidents. The Emergency Plan is required to designate at each building a Fire Safety Director, Floor Wardens, Private First Responders, and Essential Building Personnel. Among other tasks, these individuals would be required to call 911 during an emergency incident; report to the building's Emergency Assistance Center; direct evacuation operations; report conditions to the LAFD; conduct monthly inspections; know the location of all exits; direct emergency evacuations and fire drills; and assist the LAFD, emergency responders, and on-site personnel during emergency evacuations. A description of the procedures all occupants should follow in an emergency evacuation or drill is also required in the Emergency Plan. The Emergency Plan also designates appropriate evacuation signs and requires the Fire Safety Director to establish the on-site Emergency Assistance Center. Lastly, LAMC Section 57.33.19 requires that mandatory fire drills be conducted at least once annually. A Fire Safety Officer is required to be present to witness and document the total building evacuation. The Emergency Plan must be submitted to the LAFD for approval prior to implementation, and must be submitted annually (and revised if required by the LAFD).

260 http://www.lafd.org/sites/default/files/pdf_files/EHLF-Reg10.pdf

The Project would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site will be maintained at all times. Therefore, impacts related to emergency access will be less than significant.

Fire Flow

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The quantity of water necessary for fire protection varies with the type of development, occupancy rates, life hazard, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any case, a minimum residual water pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing. The fire flow is set at 6,000 to 9,000 gpm. The following fire hydrants are the nearest to the Project Site:[261]

- Hydrant (ID 9715, size 4D, 8-inch main) on southwest corner of Mariposa and Wilshire.
- Hydrant (ID 4637, size 4D, 30-inch main) on southeast corner of Wilshire and Normandie.
- Hydrant (ID 9716, size 4D, 8-inch main) on southwest corner of Mariposa and 7th
- Hydrant (ID 9697, size 4D, 8-inch main) on southwest corner of Normandie and 7th.

Upgrades to the hydrants and system will be evaluated at the plan check phase as is standard City practice. The Project will submit a request to the City of Los Angeles Department of Water and Power (LADWP) to determine whether the pressure in the Project area is sufficient as is standard practice. If it is not, then upgrades to the existing infrastructure may be required. No changes are planned in the near future for new or expanded fire stations in the area, which contains the Project Site.

The Project will comply with the required regulations and feasible recommendations of the Fire Department relative to fire safety and emergency access. Those recommendations will be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit. **This will allow the LAFD to ensure that the Project will not increase demand on the fire department to the extent that a new or expanded facility is needed, the construction of which may cause a significant impact on the environment. Therefore, Project impacts associated with fire services will be less than significant.**

ii) Police protection?

Less Than Significant Impact.

261 Navigate LA, Fire Hydrants Layer: http://navigatela.lacity.org/navigatela/.

A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The Project Site is served by the City of Los Angeles Police Department's (LAPD) West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Pacific, West LA, and Wilshire.[262] The Olympic Community Police Station, located at 1130 South Vermont, is approximately 1.2 miles driving distance from the Project Site. The Olympic Community is 6.2 square miles in size, has approximately 200,000 residents, and has approximate 235 sworn officers. The officer to resident ratio is 1:851.

Each community police station is broken down into approximately one dozen smaller Reporting Districts (RD) that consist of a few blocks. The Project is within RD 2035, which is bound by Wilshire to the north, 8th to the south, Catalina to the east, and Normandie to the west.[263]

Crime Rate

Crime statistics (Part 1 violent and property crimes) are shown in **Table B.15-2, Crime Statistics**. The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD to some extent.

Table B.15-2
Crime Statistics

Type of Crime	Olympic	Citywide
Homicide	1	65
Rape	27	392
Robbery	142	2,504
Aggravated Assault	144	3,543
Burglary	174	3,714
Motor Vehicle Theft	174	4,287
Burglary Theft from Vehicle	469	7,820
Personal/Other Theft	318	7,425
Total (Part 1 Crimes)	**1,449**	**29,750**
Year-to-date: March 31, 2018 Olympic: http://assets.lapdonline.org/assets/pdf/olyprof.pdf Citywide: http://assets.lapdonline.org/assets/pdf/cityprof.pdf Table: CAJA Environmental Services, April 2018.		

Construction Impacts

262 LAPD, West Bureau: http://www.lapdonline.org/west_bureau
263 http://assets.lapdonline.org/assets/pdf/bwOLYM%20STREET%20MAP.pdf

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site.

The Project Site is generally open on all sides. The boundaries will need to be secured during construction. The Project Applicant will employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing will be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. These security measures would ensure that valuable materials (e.g., building supplies, metals such as copper wiring) and construction equipment are not easily stolen or abused. **Therefore, construction impacts on police protection services would be less than significant.**

Operational Impacts

The Project will generate jobs and an increase in visitors and patrons, especially over the evening and night hours due to the residential uses. As such, the Project could potentially increase the number of police service calls due to an increase in onsite residents, employees and visitors. The potential for crime can be reduced with site-specific designs and features. The Project will include standard security measures such as adequate security lighting, secure key access to residential areas, and residential lobby and leasing area that offers a visual deterrent and human surveillance feature. Parking would be provided in an enclosed below grade levels and as part of the podium.

The LAPD will require that the commanding officer of the Community Area be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

The current approximate ratio of residents to officers is approximately 861 residents to officer.[264] The addition of the Project's 1,555 residents would equate to 2 officers.[265] 2 officers represents approximately 0.85 percent increase compared to existing staffing levels.[266] This change is not substantial and the current facilities could accommodate this so there would be no need for additional facilities or expansion of existing facilities. The Project will contribute sales and property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD. Thus, the Project would not require the construction of a new or expanded police station. **Therefore, Project impacts associated with police services would be less than significant.**

264 200,000 / 235 = 861.

265 1,555 / 861 = 2

266 2 / 235 x 100% = 0.85%

iii) Schools?

Less Than Significant Impact.

A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities. The Project Site is served by the following Los Angeles Unified School District (LAUSD) schools:[267]

- RFK (Robert F. Kennedy) Zone of Choice:[268]
    - Ambassador School, 3201 W. 8th Street for Elementary (K-5), includes Global Education in Korean and Spanish.
    - Community School, 700 S. Mariposa Avenue for Elementary (K-5).
    - New Open World, 3201 W. 8th Street for Elementary (K-5), Middle (6-8), and High (9-12).
    - Los Angeles High School of the Arts, 701 S. Catalina Street for High (9-12), includes Global Leadership, Visual Arts and Humanities.

Enrollment Capacities

Each of the schools' enrollments and capacities are shown in **Table B.15-3**. There are no anticipated new schools planned for the area.

267 LAUSD School Finder: http://rsi.lausd.net/ResidentSchoolIdentifier/.

268 Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

Table B.15-3
LAUSD Schools Enrollments and Capacities

Name	Current Capacity [1]	Resident Enrollment [2]	Actual Enrollment [3]	Current Overage/ (Shortage) [4]	Overcrowded Now? [5]	Projected Capacity [6]	Projected Enrollment [7]	Future Overage/ (Shortage) [8]	Overcrowding Future? [9]
RFK Zone of Choice	4,532	3,473	4,082	(1,059)	YES	4,212	3,431	(781)	Yes

Note: Current and projected enrollments/capacities reflect data from School Year (SY) 2016-2017. Current and projected data are updated annually and become available after May 1st of each calendar.

[1]School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[2] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students. -Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities. – A goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[3] The number of students actually attending the school now, including magnet students.

[4] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[5] Current overcrowding status of school or service area. The school or area is currently overcrowded if any of these conditions exist: -A school is currently on a multi-track calendar. -There is currently a seating shortage. -There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[6] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[7] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[8] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[9] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist: -A school remains on a multi-track calendar. -There is a seating shortage in the future. -There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

^Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Excludes capacity used by charter co-locations. Projected capacity excludes class-size reduction due to QEIA.

Source: Written response from Rena Perez, LAUSD, July 12, 2017. Included in the Appendices.

Table by CAJA Environmental Services, April 2018.

Enrollment Generation

As shown on **Table B.15-4**, the Project (directly through the residential use and indirectly through its employees) would generate an increase of approximately 149 elementary, 40 middle, and 85 high school students, for a total increase of approximately 274 students. To be conservative, this analysis assumed that all students generated by the Project will be new to LAUSD. As discussed below, payment of required school fees is deemed to provide full and complete mitigation.

Table B.15-4
Project Estimated Student Generation

Project		Students Generated			
Source	**Quantity**	**Elementary**	**Middle**	**High**	**Total**
Residential units	640 units	145	39	83	267
Non-Residential	10,738 sf	4	1	2	7
Total		**149**	**40**	**85**	**274**

The generation factor is from the Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018.
Students per household: 0.2269 elementary, 0.0611 middle; 0.1296 high school. Students per 1,000 sf: 0.610 for neighborhood shopping centers.
Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 54.3 percent for elementary, 14.6 percent for middle, and 31.0 percent for high school.
Table: CAJA Environmental Services, August 2019.

School Fees

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA. **Therefore, impacts related to schools would be less than significant.**

iv) Parks?

Less Than Significant Impact.

A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons). The Wilshire Community Plan Area has a ratio of 0.23 acres or parkland per 1,000 persons.

Table B.15-5, Parks and Recreation Centers, lists the parks and recreation centers that are located nearby the Project Site. While the LADRP is currently in the process of implementing the 50 Parks Initiative, these are small pocket parks typically less than half an acre, often only one tenth of an acre, and have a service radius of one half mile. None of these parks will be sited within half mile from the Project Site.

Table B.15-5
Parks and Recreation Centers

Name	Address	Acres	Distance
LA (High School) Memorial Park	4625 West Olympic Boulevard	2.51	1.75 miles
Seoul International Park	3250 West San Marino Avenue	3.47	2,150 feet
Lafayette Park	4800 West Hollywood Boulevard	10	4,500 feet
MacArthur Park	2230 West 6th Street	29.87	1.25 miles
Normandie Recreation Center	1550 Normandie Avenue	3.28	1 mile
Shatto Recreation Center	3191 W. 4th Street	5.39	3,300 feet
NavigateLA with Recreation and Parks Department layer: http://navigatela.lacity.org/index01.cfm Table: CAJA Environmental Services, August 2019.			

The Project would increase the number of residents and employees at the Project Site. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. The Project would include open space, a pool, an amenities deck and fitness center, and private open space and decks. The amount of open space required is 68,975 square feet and provided is 69,567 square feet. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities listed in **Table B.15-5**.

LAMC provides for payment of park fees, depending on the nature of the development:

- Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Parks and Recreation Fee for the construction of dwelling units with a subdivision.

- Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units if using a zone change.

The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication. **Thus, with the provided on-site open space and payment of applicable fees, impacts on parks would be less than significant.**

v) Other public facilities?

Less Than Significant Impact.

A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which would exceed the capacity to service the project site. The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 6.4 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.[269] On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area. **Table B.15-6** describes the libraries that would serve the Project. There is some overlap in the service population of each library. The Pico Union and Pio Pico branches comply with the recommendations.

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area. Employees do not typically frequent libraries during work hours, but are more likely to use facilities near their homes during non-work hours.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have

269 LAPL website: http://www.lapl.org/about-lapl/press/2012-library-facts.

individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.[270,271] The Project will be internet accessible. Further, Measure L has provided funds to restore adequate services to the existing library system. For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. **Therefore**, **impacts to library service would be less than significant.**

Table B.15-6
Los Angeles Public Libraries

Name	Address	Size (sf)	Volumes / Circulation	Current Service	Staff	Distance
De Neve	2820 West 6th Street	9,273	35,424 / 176,698	110,861	9	4,500 feet
Memorial	4625 West Olympic Boulevard	10,578	37,352 / 200,321	45,615	9	1.85 miles
Pico Union	1030 South Alvarado Street	12,500	46,562 / 167,493	41,457	10.5	1.25 miles
Pio Pico	694 South Oxford Avenue	20,000	77,712 / 129,660	123,611	16.5	2,000 feet
Wilshire	149 North St Andrews Place	6,258	33,988 / 90,096	109,529	9.5	1.15 miles

Staffing is full-time equivalent.
Current Service – LA Times Mapping LA and branch library community boundaries.
The LAPL does not make targeted projections but rather uses the most recent Census figures to determine if a branch should be constructed in a given area, according to the new Branch Facilities Plan.
Table: CAJA Environmental Services, August 2019.

270 "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": http://www.nea.gov/research/toread.pdf.

271 "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

XVI. Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact.

A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities.

The Project would increase the number of residents and employees at the Project Site. Employees do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. The nearby parks and the open space provided on the Project Site are discussed under **Section 15.iv. Parks,** above. While the increased residents may lead to additional use and, therefore, physical deterioration of facilities or accelerate deterioration, the payment of Recreation and Park Fees will be used to offset the increased demand and provide a fund for future recreational facilities provided by the LADRP. **Therefore, impacts to recreational facilities will be less than significant.**

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact.

A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. While the increased residents may lead to physical deterioration of facilities or accelerate deterioration, the payment of applicable Recreation and Park Fees will be used to offset the increased demand and provide a fund for future recreational facilities provided by the LADRP. The Project would include 69,567 square feet of onsite open space, which complies with the requirements. The construction of the open space would be part of the overall Project and would not have a physical effect on the environment. **Therefore, impacts will be less than significant.**

XVII. Transportation/Traffic

This section is based on the following items, included as Appendix K of this MND:

K-1 Transportation Impact Analysis, Fehr & Peers, September 2018.

K-2 Letter, Los Angeles Department of Transportation, October 25, 2018.

K-3 Traffic Study Technical Addendum, Fehr & Peers, August 27, 2019.[272]

K-4 LADOT Assessment Letter, October 22, 2019.[273]

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted City of Los Angeles Department of Transportation (LADOT) thresholds of significance.

Traffic Scenarios

Existing Conditions – The analysis of existing traffic conditions provides a basis for the the Transportation Impact Analysis (study). The existing conditions analysis includes a description of the transportation system serving the Project Site, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations.

Existing plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of Project-generated traffic. The impacts of the Project on existing traffic operating conditions were then identified.

Future Base (Year 2026) Conditions – Future traffic projections without the Project were developed for the year 2026. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth, Related Projects, and transportation network changes in the vicinity of the Project Site by the year 2026.

[272] This document is a technical addendum to the original transportation impact analysis conducted by Fehr & Peers in September 2018. The original Project involved the construction of 641 multifamily high-rise residential units and 18,454 square feet of retail space. The revised Project description provides 640 multifamily high-rise residential units, 5,538 square feet of retail space, 4,600 square feet of high-turnover (sit-down) restaurant space, and 2,000 square feet of fast casual restaurant space. The revised Project's access and driveway plan will remain the same as that of the original Project.

[273] LADOT concurs with the addendum that the project's expected impact would be less than significant and no changes to the transportation analysis are required.

Future (Year 2026) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of Project-generated traffic. The impacts of the Project on future traffic operating conditions were then identified.

Study Locations

14 signalized intersections, one stop-controlled intersection, and two local street segments were selected for analysis in consultation with LADOT.

Signalized Intersections

The following 14 signalized intersections, illustrated in Figure 1 (in Transportation Impact Analysis, Fehr & Peers, included in Appendix K-1), were identified in conjunction with LADOT to be analyzed for this Project:

1. Western Avenue & Wilshire Boulevard
2. Western Avenue & 8th Street
3. Normandie Avenue & 3rd Street
4. Normandie Avenue & 6th Street
5. Normandie Avenue & Wilshire Boulevard
6. Irolo Street & 7th Street
7. Irolo Street & 8th Street
8. Normandie Avenue & Olympic Boulevard
9. Mariposa Avenue & 6th Street
10. Mariposa Avenue (West) & Wilshire Boulevard
11. Mariposa Avenue (East) & Wilshire Boulevard
12. Mariposa Avenue & 8th Street
13. Vermont Avenue & Wilshire Boulevard
14. Vermont Avenue & 8th Street

Unsignalized Analysis

The following two stop-controlled intersection was identified in conjunction with LADOT to be considered for signal warrant analyses:

A. Mariposa Avenue & 7th Street

Segment Analysis

The following two segments were identified in conjunction with LADOT to be analyzed for this Project:

Segment A. Mariposa Avenue, south of 7th Street

Segment B. Normandie Avenue, south of 7th Street

Existing Street System

Freeways

Interstate 10, 1.65 miles south of the Site, runs in an east/west direction and extends from the Pacific Ocean eastward through Los Angeles County and beyond. In the vicinity of the study area, the freeway provides four lanes in each direction plus auxiliary lanes. Ramps in the vicinity of the study area are provided at Western Avenue, Normandie Avenue and Vermont Avenue.

US-101, 1.3 miles north of the Site, runs in the southeast-northwest direction, extending from downtown Los Angeles through Hollywood and the San Fernando Valley and beyond. In the vicinity of the study area, the Hollywood freeway provides four lanes in each direction plus auxiliary lanes. Ramps in the vicinity of the study area are provided at Western Avenue, Santa Monica Boulevard, Melrose Avenue, and Vermont Avenue.

East/West Street

3rd Street is designated as an Avenue II in the City of Los Angles' Mobility Plan 2035 and runs north of the Project Site with two travel lanes in each direction within the Project study area. Parking is permitted along portions of the roadway on both sides of the street. Left-turn pockets are present at major intersections. 3rd Street is part of the Bicycle Enhanced Network, the Moderate Transit Enhanced Network, and the Pedestrian Enhanced Districts in the Mobility Plan 2035.

6th Street is designated as an Avenue II that runs north of the Project Site with two travel lanes in each direction and with no on-street parking during peak hours. During non-peak hours, parking is permitted in the westbound direction leaving one travel lane in that direction and two eastbound travel lanes. Left-turn pockets are present at major intersections.

7th Street is designated as an Avenue II that runs along the southern edge of the Project Site with one travel lane in each direction. Parking is permitted on both sides of the street and left-turn pockets are present at major intersections. Portions of 7th Street are part of the

Neighborhood Enhanced Network and the Pedestrian Enhanced Districts in the Mobility Plan 2035.

8th Street is designated as an Avenue II that runs south of the Project Site with two travel lanes in each direction. Parking is generally permitted on both sides of the street and left-turn pockets are present at major intersections. A portion of 8th Street near the Project Site is part of the Neighborhood Enhanced Network and the Pedestrian Enhanced Districts.

Olympic Boulevard is designated as a Boulevard II that runs south of the Project Site with three travel lanes in each direction during peak hours and with two travel lanes in each direction during non-peak hours. Parking is permitted on both sides of the street only during non-peak hours. Leftturn pockets are present at major intersections. Olympic Boulevard is part of the Vehicle Enhanced Network and the Pedestrian Enhanced Districts.

Wilshire Boulevard is designated as an Avenue I that runs north of the Project Site with two travel lanes in each direction and turn pockets are major intersections. An additional travel lane in each direction provides dedicated right-of-way for bus only lanes during peak hours. Parking is permitted on both sides of the street during non-peak period times. Wilshire Boulevard is part of the Tier 2 Bicycle Lane Network, the Comprehensive Transit Enhanced Network, and the Pedestrian Enhanced Districts.

North/South Streets

Irolo Street is designated as an Avenue III that runs west of the Project Site, south of Wilshire Boulevard with one travel lane in each direction. Parking is permitted on both sides of the street. Irolo Street is part of the Pedestrian Enhanced Districts in the Mobility Plan 2035.

Mariposa Avenue is designated as a Local Street that runs east of the Project Site with one travel lane in each direction and parking permitted throughout the study area.

Normandie Avenue is designated as an Avenue III that runs west of the Project Site with two southbound travel lanes and one northbound travel lane during the AM peak period and one southbound travel lane and two northbound travel lanes during the PM peak period. Parking is prohibited along the east side of the street during the AM peak period and is prohibited along the west side of the street during the PM peak period. Left-turn pockets are present at major intersections. In the study area, Normandie Avenue is part of the Pedestrian Enhanced Districts north of Wilshire Boulevard and south of Irolo Street.

Vermont Avenue is designated as an Avenue I that runs east of the Project Site with two travel lanes in each direction. Parking is permitted on both sides of the street and left-turn pockets are present at major intersections. North of Wilshire Boulevard, Vermont Avenue widens to three travel lanes in each direction during peak hours and parking is only permitted during non-peak hours. In the study area, Vermont Avenue is part of the Comprehensive Transit Enhanced Network and the Pedestrian Enhanced Districts.

Western Avenue is designated as an Avenue II that runs west of the Project Site with two travel lanes in each direction. South of 6th street, parking is generally only permitted on one side of the street. North of 6th street, parking is permitted on both sides of the street. Left-turn pockets are present at major intersections. Western Avenue is part of the Moderate Plus Transit Enhanced Network and the Pedestrian Enhanced Districts.

Existing Traffic Volumes

Weekday AM and PM peak hour turning movement counts were collected at the study intersections on Tuesday April 17, 2018.

Level Of Service Methodology

A variety of standard methodologies are available to analyze level of service (LOS). According to Traffic Study Policies and Procedures (LADOT, August 2014), the analysis is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) to analyze signalized intersections in the City. The vehicle capacity (V/C) ratio is then used to find the corresponding LOS based on the definitions in **Table B.17-1**. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade.

For the driveway analysis, the Highway Capacity Manual (HCM) (Transportation Research Board, 2010) methodology was used to analyze the delay. Under HCM methodology, delay is calculated in seconds and given an LOS grade, as shown in **Table B.17-2**.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer–based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All of the study intersections located in the City are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.

Table B.17-1
Level of Service Definitions for Intersections

LOS	V/C Ratio	Operating Conditions
A	0.00 - 0.60	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 0.60 – 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.

Table B.17-1
Level of Service Definitions for Intersections

LOS	V/C Ratio	Operating Conditions
C	> 0.70 – 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.80 – 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 0.90 – 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.
Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980. Source: Table 2A, Transportation Impact Analysis, Fehr & Peers, September 2018.		

Table B.17-2
Level of Service Definition for Stop-Controlled Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 ≤ 15.0
C	> 15.0 ≤ 25.0
D	> 25.0 ≤ 35.0
E	> 35.0 ≤ 50.0
F	> 50.0
Highway Capacity Manual, Transportation Research Board, 2010 Source: Table 2B, Transportation Impact Analysis, Fehr & Peers, September 2018.	

Existing Levels Of Service

Existing year traffic volumes were analyzed in the study using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. **Table B.17-3** summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As indicated, all of the 14 signalized intersections analyzed for impacts operate at LOS D or better during both peak periods.

Table B.17-3
Existing Conditions Intersections Levels of Service

No.	Intersection	Peak	Existing (2018)

		Hour	V/C	LOS
1	Western Avenue and Wilshire Boulevard	AM PM	0.719 0.661	C B
2	Western Avenue and 8th Street	AM PM	0.660 0.619	B B
3	Normandie Avenue and 3rd Street	AM PM	0.627 0.587	B A
4	Normandie Avenue and 6th Street	AM PM	0.562 0.571	A A
5	Normandie Avenue and Wilshire Boulevard	AM PM	0.679 0.687	B B
6	Irolo Street and 7th Street	AM PM	0.521 0.583	A A
7	Irolo Street and 8th Street	AM PM	0.712 0.709	C C
8	Normandie Avenue and Olympic Boulevard	AM PM	0.696 0.715	B C
9	Mariposa Avenue and 6th Street	AM PM	0.483 0.517	A A
10	Mariposa Avenue (West) and Wilshire Boulevard	AM PM	0.545 0.525	A A
11	Mariposa Avenue (East) and Wilshire Boulevard	AM PM	0.511 0.467	A A
12	Mariposa Avenue and 8th Street	AM PM	0.403 0.450	A A
13	Vermont Avenue and Wilshire Boulevard	AM PM	0.833 0.757	D C
14	Vermont Avenue and 8th Street	AM PM	0.649 0.651	B B
Source: Table 3, Transportation Impact Analysis, Fehr & Peers, September 2018.				

Project Traffic

Project Trip Generation

Trip generation rates from Trip Generation, 10th Edition (Institute of Transportation Engineers [ITE], 2017) were used in the study to estimate the number of trips associated with the Project. The ITE 10th edition introduces and defines the geographic setting for four different settings/locations: Rural, General Urban/Suburban, Dense Multi-Use Urban, and City Core. In many instances, trip generation rates are provided for each land use by geographic setting. The Project is located in an area that meets the dense multi-use urban ITE definitions; therefore, the trip generation rates for dense multi-use urban were used in the study when available. However, for mid-rise and high-rise multifamily housing sites in dense multi-use urban and center city core

areas, empirical trip generation data from surveys conducted at properties located within the City of Los Angeles area are available as a secondary data source to the ITE trip rates. The local data reveals higher high-rise residential trip generation rates than the ITE 10th edition rates; therefore, the local data was used for the residential component of this project.

Furthermore, ITE rates for General Urban/Suburban were used in the study for the retail uses since data is not available for the Dense Multi-Use Urban geographic setting for retail uses. ITE daily rates for General Urban/Suburban were also used for daily trip generation for the residential uses since daily rate data is not available for the Dense Multi-Use Urban geographic setting for these uses.

While the ITE 10th edition data and local data account for geographic settings in urban environments, the data is based on single-use freestanding sites. These defining characteristics limit their applicability to mixed-use or multi-use development projects, such as the Project, which is in a high density walkable urban setting with frequent and nearby local and regional transit service. The land use mix, design features, and setting of the Project include characteristics that influence travel behavior differently from typical single-use developments. In order to estimate the Project's trip generation within the context of the mixed-use setting, a Main Street analysis was conducted in the study.

The Project trip generation accounts for the mix of uses provided in the Project, the dense urban setting in which it is located, and the level of transit service provided in the area. The Main Street methodology as applied in the study starts by estimating the trip generation based on trip generation rates from Trip Generation, 9th Edition (Institute of Transportation Engineers [ITE], 2017) and then estimates reductions to account for trip internalization and external non-automobile trips. The Main Street methodology estimates that the Project would generate about 32-44% percent fewer trips than the unadjusted ITE data. Informed adjustments were made to the ITE trip generation based on the Main Street analysis to account for the improved density and diversity of land uses, pedestrian and bicycle connectivity, and transit service in the future.

Internal trip credits can be defined as a reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. These are trips usually made via walking within the site. Reflective of the travel behavior characteristics of the land uses in the Wilshire corridor as well as the Main Street analysis, a 15% internal credit was incorporated in the trip generation analysis. Consistent with the City of Los Angeles' Transportation Impact Study Guidelines which state that developments above or adjacent to a Metro Rail, Metrolink, or Orange Line station, with convenient pedestrian access to the station may qualify for up to a 25% transit credit, the trip generation estimates incorporate a 25% transit credit. Per LADOT's Transportation Impact Study Guidelines, Attachment I Policy on Pass-By Trips, pass-by credits were applied to portions of the development. A 50% pass-by credit was applied to the retail uses. Pass-by credits account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion. These trips would be attracted from traffic passing the Project Site on Wilshire Boulevard and other nearby streets.

As shown in **Table B.17-4**, the Project would generate an estimated net increase of 2,348 daily trips, including 153 trips (30 inbound/123 outbound) during the AM peak hour and 202 trips (137 inbound/65 outbound) during the PM peak hour.

Table B.17-4
Trip Generation

Description	ITE Land Use	Rate	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Retail	820	1,000 sf	37.75	62%	38%	0.94	48%	52%	3.81
High-turnover sit down restaurant	932	1,000 sf	112.18	55%	45%	9.94	62%	38%	9.97
Fast casual restaurant	930	1,000 sf	315.17	67%	33%	2.07	55%	45%	14.13
Multi-family High-Rise	222	DU	4.45	12%	88%	0.23	70%	30%	0.3
Proposed Project									
Retail	820	5,538 sf	209	3	2	5	10	11	21
Less Internal Capture [b]		15%	(31)	(0)	(0)	(0)	(2)	(2)	(4)
Less Transit Credit [c]		25%	(45)	(1)	(1)	(2)	(2)	(2)	(4)
Less Pass-by [d]		50%	(66)	(1)	(0)	(1)	(3)	(3)	(6)
Net External			67	1	1	2	3	4	7
High-turnover Restaurant	932	4,600 sf	516	25	21	46	28	17	45
Less Internal Capture [b]		15%	(77)	(4)	(3)	(7)	(4)	(3)	(7)
Less Transit Credit [c]		25%	(110)	(5)	(5)	(10)	(6)	(4)	(10)
Less Pass-by [d]		20%	(65)	(3)	(2)	(5)	(3)	(2)	(5)
Net External			264	13	11	24	15	8	23
Fast Casual Restaurant	930	2,000 sf	630	3	1	4	15	13	28
Less Internal Capture [b]		15%	(95)	(0)	(0)	(0)	(2)	(2)	(4)
Less Transit Credit [c]		25%	(134)	(1)	(0)	(1)	(3)	(3)	(6)
Less Pass-by [d]		50%	(200)	(1)	(0)	(1)	(5)	(4)	(9)
Net External			201	1	1	2	5	4	9
Multi-family High-Rise [e]	222	640 du	2,848	18	129	147	134	58	192
Less Internal Capture [b]		15%	(427)	(3)	(19)	(22)	(20)	(9)	(29)
Less Transit Credit [f]		25%	(605)		[f]			[f]	
Net External			1,816	15	110	125	114	49	163
Total Driveway Trips			**2,679**	**35**	**125**	**160**	**148**	**74**	**222**
Net Incremental External Trips			**2.348**	**30**	**123**	**153**	**137**	**65**	**202**

Notes:
[a] Source: Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017
[b] Internal capture represents the percentage of trips between land uses that occur within the Project Site. Main Street model calibration of base ITE rates reflecting Project and Project Site specific characteristics.
[c] The transit credit is based on LADOT's Traffic Study Policies and Procedures, December 2016. The guidelines state that up to 25% transit credit may be taken for projects adjacent to a transit station or Rapid Bus stop.
[d] The pass-by credit is based on Attachment I of LADOT's Traffic Study Policies and Procedures, December 2016.

[e] Local high-rise residential data collected for LADOT was used to determine the trip generation for the residential land use. The local data did not include information on daily rates, so the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.
[f] The local high-rise residential data for the peak hours was collected in locations with access to transit; therefore, a transit credit was not applied during the peak hours. As local data was not available for daily trips, the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.
Source: Table 3, Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.

Project Traffic Distribution

The geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site; the level of accessibility of routes to and from the Project Site; locations of employment and commercial centers to which residents of the Project would be drawn; and residential areas from which the office employees and other commercial visitors would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles' Travel Demand Model to inform the general distribution pattern for the study. The distribution of Project trips is illustrated in Figure 5 (in Appendix K-1).

Project Traffic Assignment

The traffic to be generated by the Project was assigned to the street network using the distribution pattern described in Figure 5 (in Appendix K-1). The assignment of traffic volumes took into consideration the locations of the Project driveways on Mariposa Avenue, Irolo Street, and 7th Street.

Existing Plus Project Traffic Conditions

The Project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate existing plus Project traffic volumes.

Future Year 2026 Traffic Conditions

To evaluate the potential impacts of the Project on future conditions, estimates of future traffic conditions in the area both without and with Project traffic were developed. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (Related Projects). These Projected-traffic volumes, identified herein as the Future Base conditions, represent the future conditions without the Project. The traffic generated by the Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

Background Or Ambient Growth

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2026. This adjustment was applied to the existing (year 2018) traffic volume data to reflect the effect of ambient growth by the year 2026.

Related Project Traffic Generation And Assignment

Future Base traffic forecasts include the effects of known specific projects, called Related Projects, expected to be implemented in the vicinity of the Project Site prior to the buildout date of the Project. The list of Related Projects was prepared based on data from LADOT. A total of 134 Related Projects were identified in the study area; these projects are listed in Table 5 and illustrated in Figure 6 (both in Appendix K-1).

Transportation Infrastructure Projects

The Metro Purple Line subway is currently undergoing an extension from the Wilshire/Western station to Westwood/UCLA. Construction for the first section of the project began in 2015 and is anticipated to be completed in 2023. The second section of the project, began in 2018 and is anticipated to be completed in 2025. The full project includes additional stations at Westwood/UCLA and Westwood/Veterans Affairs Hospital. There are no other infrastructure changes in the study area planned for implementation by year 2026 as confirmed by City staff. Therefore, network changes were not included in the analysis.

Future Year 2026 Base Traffic Volumes

Future Plus Project Traffic Projections

The Project traffic volumes were added to the year 2026 Future Base traffic projections, resulting in Future (year 2026) plus Project AM and PM peak hour traffic volumes. The Future (year 2026) plus Project scenario presents future traffic conditions with the completion of the Project.

Intersection Traffic Impact Analysis

The traffic impact analysis evaluates the projected LOS at each study intersection under the Existing plus Project and Future (year 2026) plus Project conditions to estimate the incremental increase in the V/C ratio caused by the Project. This provides the information needed to assess the potential impact of the Project using significance criteria established by LADOT.

Criteria For Determination Of Significant Traffic Impact

The City has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating

at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. **Table B.17-5** summarizes the impact criteria.

Table B.17-5
Significant Impact Criteria, City of Los Angeles

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	V/C	
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	>0.800 – 0.900	Equal to or greater than 0.020
E and F	> 0.901	Equal to or greater than 0.010
Source: City of Los Angeles. Table by CAJA Environmental Services, August 2018.		

Existing Plus Project Impact Analysis

The Existing plus Project traffic volumes were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. **Table B.17-6** summarizes the Existing plus Project LOS. All 14 signalized intersections are projected to operate at LOS D or better during both peak hours. **After applying the aforementioned significant impact criteria, it is determined that the Project would not result in significant impacts under Existing plus Project conditions at any of the study intersections.**

Table B.17-6
Existing + Project Intersection Levels of Service and Impact Analysis

No.	Intersection	Peak Hour	Existing		Existing + Project			Significant Impact
			V/C	LOS	V/C	LOS	V/C Increase	
1	Western Avenue and Wilshire Boulevard	AM	0.719	C	0.723	C	0.004	No
		PM	0.661	B	0.665	B	0.004	No
2	Western Avenue and 8th Street	AM	0.660	B	0.661	B	0.001	No
		PM	0.619	B	0.621	B	0.002	No
3	Normandie Avenue and 3rd Street	AM	0.627	B	0.628	B	0.001	No
		PM	0.587	A	0.588	A	0.001	No
4	Normandie Avenue and 6th Street	AM	0.562	A	0.563	A	0.001	No
		PM	0.571	A	0.573	A	0.002	No
5	Normandie Avenue and Wilshire Boulevard	AM	0.679	B	0.681	B	0.002	No
		PM	0.687	B	0.699	B	0.012	No
6	Irolo Street and 7th Street	AM	0.521	A	0.532	A	0.011	No
		PM	0.583	A	0.601	A	0.018	No
7	Irolo Street and 8th Street	AM	0.712	C	0.716	C	0.004	No
		PM	0.709	C	0.714	C	0.005	No

8	Normandie Avenue and Olympic Boulevard	AM	0.696	B	0.697	B	0.001	No
		PM	0.715	C	0.717	C	0.002	No
9	Mariposa Avenue and 6th Street	AM	0.483	A	0.489	A	0.006	No
		PM	0.517	A	0.523	A	0.006	No
10	Mariposa Avenue (West) and Wilshire Boulevard	AM	0.545	A	0.553	A	0.008	No
		PM	0.525	A	0.538	A	0.013	No
11	Mariposa Avenue (East) and Wilshire Boulevard	AM	0.511	A	0.532	A	0.021	No
		PM	0.467	A	0.499	A	0.032	No
12	Mariposa Avenue and 8th Street	AM	0.403	A	0.417	A	0.014	No
		PM	0.450	A	0.483	A	0.033	No
13	Vermont Avenue and Wilshire Boulevard	AM	0.833	D	0.840	D	0.007	No
		PM	0.757	C	0.760	C	0.003	No
14	Vermont Avenue and 8th Street	AM	0.649	B	0.651	B	0.002	No
		PM	0.651	B	0.657	B	0.006	No
Source: Table 4, Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.								

Future Plus Project Impact Analysis

Future Base Traffic Conditions

The year 2026 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. **Table B.17-7** summarizes the future LOS. 7 of the 14 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions. The following 7 intersections are projected to operate at LOS E or worse during one or both of the peak hours under Future Base conditions:

1. Western Avenue & Wilshire Boulevard (LOS E during AM and PM)

2. Western Avenue & 8th Street (LOS E during AM and LOS F during PM)

5. Normandie Avenue & Wilshire Boulevard (LOS F during AM and PM)

7. Irolo Street & 8th Street (LOS F during AM and PM)

8. Normandie Avenue & Olympic Boulevard (LOS E during AM and LOS F during PM)

13. Vermont Avenue & Wilshire Boulevard (LOS F during AM and PM)

14. Vermont Avenue & 8th Street (LOS E during AM and LOS F during PM)

Future Plus Project Traffic Conditions

The resulting Future plus Project peak hour traffic volumes were analyzed to determine the projected future operating conditions with the addition of the Project traffic. The results of the Future plus Project analysis are also presented in **Table B.17-7**. 7 of the 14 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future (plus Project conditions. The following 7 intersections are projected to operate at LOS E or worse during one or both of the peak hours under Future (year 2026) plus Project conditions:

1. Western Avenue & Wilshire Boulevard (LOS E during AM and PM)

2. Western Avenue & 8th Street (LOS E during AM and LOS F during PM)

5. Normandie Avenue & Wilshire Boulevard (LOS F during AM and PM)

7. Irolo Street & 8th Street (LOS F during AM and PM)

8. Normandie Avenue & Olympic Boulevard (LOS E during AM and LOS F during PM)

13. Vermont Avenue & Wilshire Boulevard (LOS F during AM and PM)

14. Vermont Avenue & 8th Street (LOS E during AM and LOS F during PM)

As shown in Table B.17-7, using the criteria for determination of significant impacts, it is determined that the Project would not result in significant impacts under Future (year 2026) plus Project conditions.

Table B.17-7
Future + Project Intersection Levels of Service and Impact Analysis

No.	Intersection	Peak Hour	Future		Future + Project			Significant Impact
			V/C	LOS	V/C	LOS	V/C Increase	
1	Western Avenue and Wilshire Boulevard	AM	0.972	E	0.976	E	0.004	No
		PM	0.940	E	0.944	E	0.004	No
2	Western Avenue and 8th Street	AM	0.920	E	0.921	E	0.001	No
		PM	1.009	F	1.013	F	0.004	No
3	Normandie Avenue and 3rd Street	AM	0.828	D	0.828	D	0.000	No
		PM	0.864	D	0.866	D	0.002	No
4	Normandie Avenue and 6th Street	AM	0.789	C	0.789	C	0.000	No
		PM	0.755	C	0.756	C	0.001	No
5	Normandie Avenue and Wilshire Boulevard	AM	1.037	F	1.040	F	0.003	No
		PM	1.058	F	1.063	F	0.005	No
6	Irolo Street and 7th Street	AM	0.657	B	0.668	B	0.011	No
		PM	0.809	D	0.827	D	0.018	No
7	Irolo Street and 8th Street	AM	1.189	F	1.196	F	0.007	No
		PM	1.279	F	1.285	F	0.006	No
8	Normandie Avenue and	AM	0.962	E	0.965	E	0.003	No

	Olympic Boulevard	PM	1.046	F	1.049	F	0.003	No
9	Mariposa Avenue and 6th Street	AM	0.569	A	0.575	A	0.006	No
		PM	0.619	B	0.626	B	0.007	No
10	Mariposa Avenue (West) and Wilshire Boulevard	AM	0.690	B	0.698	B	0.008	No
		PM	0.701	C	0.714	C	0.013	No
11	Mariposa Avenue (East) and Wilshire Boulevard	AM	0.657	B	0.678	B	0.021	No
		PM	0.635	B	0.667	B	0.032	No
12	Mariposa Avenue and 8th Street	AM	0.574	A	0.587	A	0.013	No
		PM	0.661	B	0.699	B	0.038	No
13	Vermont Avenue and Wilshire Boulevard	AM	1.159	F	1.165	F	0.006	No
		PM	1.161	F	1.169	F	0.008	No
14	Vermont Avenue and 8th Street	AM	0.985	E	0.989	E	0.004	No
		PM	1.046	F	1.048	F	0.002	No
Source: Table 5, Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.								

Unsignalized Intersection Signal Warrant Analysis

One intersection near the Project Site is currently unsignalized, Mariposa Avenue & 7th Street. The City of Los Angeles traffic analysis methodology and significance criteria are for signalized intersections only. The City does not provide impact thresholds for unsignalized intersections. Rather, the LADOT Transportation Impact Study Guidelines states that "unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device." Traffic volumes and lane configurations were used to prepare the signal warrant analysis at the Mariposa Avenue & 7th Street unsignalized intersection under Existing, Existing plus Project, Future Base, and Future plus Project conditions. As shown in **B.17-8**, the intersection met the signal warrant thresholds during the PM peak hour under all analysis scenarios, except existing conditions. During the AM peak hour, the intersection met the signal warrant for Future plus Project conditions.

Table B.17-8
Peak Hour Signal Warrant Analysis

No.	Intersection	Peak Hour	Signal Warrant Met?			
			Existing	Existing + Project	Future	Future + Project
A	Mariposa and 7th	AM	No	No	No	Yes
		PM	No	Yes	Yes	Yes
Source: Table 8, Transportation Impact Analysis, Fehr & Peers, September 2018.						

Neighborhood Traffic Impact Analysis

The analysis was conducted on two residential street segments to the south of 7th Street and the Project Site on Normandie Avenue and Mariposa Avenue. These streets were selected in

conjunction with the LADOT, as they were determined to have a greater likelihood of neighborhood cut-through traffic from the Project. The significance of potential impacts was assessed using criteria established by the City. 24-hour machine counts were conducted on the two analyzed street segments in April 2018. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 1% per year as well as anticipated traffic from the Related Projects that could be constructed by 2026. The net new Project trips were assigned to the street network based on the Project trip distribution pattern and were added to the Future Base projection to obtain Future plus Project projections.

Under the City guidelines, a project impact on a local residential street would be considered significant if the new commercial trips generated by the project result in increases in average daily traffic (ADT) volumes as follows:

Table B.17-9
City of Los Angeles Guidelines

Projected ADT with Project (Final ADT)	**Project-Related Increase in ADT**
0 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT
Transportation Impact Analysis, Fehr & Peers, September 2018.	

Daily traffic volumes for the existing and projected future conditions are summarized in **Table B.17-10 and Table B.17-11**. As shown, the Project would not result in a significant impact at any of the study neighborhood street segments.

Table B.17-10
Neighborhood Street Impact Analysis – Existing Plus Project Analysis

Street Segment	**Weekday Two-Way Daily**	**With Project Impact Analysis**				
	Existing Base	**Commercial Project Only**	**Existing + Project**	**Project % Increase**	**Impact Criteria [a]**	**Significant Impact?**
Mariposa Ave south of 7th Street	5,531	182	5,713	3.2%	8%	No
Normandie Ave south of 7th Street	4,164	24	4,188	0.6%	8%	No
Notes: [a] Uses City of Los Angeles impact criteria for residential street segments. Source: Table 7, Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.						

Table B.17-11
Neighborhood Street Impact Analysis – Cumulative Plus Project Analysis

Street Segment	Weekday Two-Way Daily		With Project Impact Analysis				
	Existing Base	Cumulative Base	Commercial Project Only	Cumulative + Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Mariposa Ave south of 7th Street	5,531	6,271	182	6,453	2.8%	8%	No
Normandie Ave south of 7th Street	4,164	4,509	24	4,509	0.5%	8%	No

Notes:
[a] Uses City of Los Angeles impact criteria for residential street segments.
Source: Table 8, Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.

Construction Impact

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible. The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (LA CEQA Threshold Guide, pages L.8-2 through L.8-4).

The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts. The factors to be considered in each of these categories, and the assessment of the Project against these factors, is presented in **Table B.17-12**.

It should be noted, however, that SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. This guidance supersedes the significance guidance in the LA CEQA Threshold Guide. The LAMC provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

Table B.17-12
Construction Impact Significance Factors

Significance Factor	Assessment	Conclusion
Temporary Traffic Impacts:		
The length of time of temporary street closures or closures of two or more traffic lanes;	Temporary street closures or closures of two or more traffic lanes are not anticipated.	Less than significant

The classification of the street (major arterial, state highway) affected;	The streets affected by any temporary lane or sidewalk closures (Mariposa Avenue and 7th Street) local street and Avenue II, respectively.	
The existing traffic levels and LOS on the affected street segments and intersections;	The Mariposa/Wilshire and Irolo/7th intersections currently operates at LOS A during both peak periods. Mariposa/Wilshire operates at LOS A during both peak periods under Project with Future conditions. Irolo/7th operates at LOS B (AM) and LOS D (PM) under Project with Future conditions.	
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;	None of the affected streets directly lead to a freeway on-or off-ramp or other state highways.	
Potential safety issues involved with street or lane closures;	Worksite traffic control plans would be prepared for any temporary lane closures in accordance with applicable City and Manual on Uniform Traffic Control Devices (MUTCD) guidelines.	
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	There are no emergency services located within the immediate vicinity of the affected streets.	
Temporary Loss of Access:		
The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;	Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. A plan will be implemented to protect pedestrians (per **TRAN-PDF-1** and **TRAN-MM-2**. Access to the office building and parking structure will remain throughout construction.	Less than significant
The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;		
The type of land uses affected, and related safety, convenience, and/or economic issues.		
Temporary Loss of Bus Stops or Rerouting of Bus Lines:		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;	There are no bus stops along the Mariposa Avenue and 7th Street. There is a bus stop on Irolo, just south of Wilshire. There is one bus lane on the south side of Wilshire Boulevard, with a bus stop located along the Project frontage but as lane closures are not anticipated along Irolo and Wilshire Boulevard, Project construction would not require blockage of the bus lane.	Less than significant
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;		
The existence of other bus stops or routes with similar routes/ destinations within ¼ mile radius of the affected stops or routes;		
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).		
Temporary Loss of On-Street Parking:		
The current utilization of existing on-street parking;	The Project could require temporary removal of on-street parking spaces along the Project	Less than significant in

The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;	frontages on Mariposa Avenue and 7th Street to accommodate temporary truck staging or travel lanes. This requires the temporary removal of 28 well utilized, two-hour, metered parking spaces for 24 months. Thee is available street parking along Irolo and 7th Street, west of Irolo. Public transit options are available within 1/4 mile of the Project site, including: Metro Purple Line Wilshire/Normandie Station and rapid and local bus routes on 6th Street, 8th Street, 9th Street, and Wilshire.	accordance with SB 743/Public Resources Code Section 21099.
The length of time that existing parking spaces would be unavailable.		
Note: SB 743 as implemented in California PRC Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment. This guidance supersedes significance guidance in LA CEQA Threshold Guide. As previously discussed, the Project qualifies as an infill site in a TPA. Source: Table 12, Transportation Impact Analysis, Fehr & Peers, September 2018.		

Temporary Traffic Impacts

Full-time closures to the sidewalk and parking lane are anticipated for the Project along Mariposa Avenue and 7th Street. Mariposa Avenue is classified as a local street and 7th Street is classified as an Avenue II. In addition, there are no emergency services located within the immediate vicinity of the affected streets. **The closures during construction would be for the parking lane; therefore, the temporary construction impacts on the roadway network would be less than significant.**

The sidewalks along Mariposa Avenue and 7th Street fronting the Project construction will be closed for the duration of the Project construction. Sidewalk and lane closures are not anticipated along Wilshire Boulevard. The sidewalk on the east side of Mariposa Avenue and south side of 7th Street will be open and pedestrians are anticipated to use this as a detour throughout construction. **As such, the temporary impacts to pedestrians during construction would be less than significant.**

The intersection of Mariposa Avenue (South) & Wilshire Boulevard operates at LOS A during both peak hours under existing conditions, and would operate at LOS A during the both peak hours under Future with Project conditions. The intersection of Irolo Street & 7th Street operates at LOS A during both peak hours under existing conditions, and would operate at LOS B in the AM peak hour and LOS D during the PM peak hour under Future with Project conditions.

Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and MUTCD guidelines. **As such, the temporary impacts during construction would be less than significant.**

Temporary Loss Of Access

The existing office building located directly north of the construction site will remain open throughout construction. In addition, the 7th Street parking garage (accessed on 7th Street) will remain open during construction as well providing parking for both the office building tenants and the construction workers. Pedestrian and vehicular access to properties located to the east and west of the Project Site will be open and unobstructed for the duration of construction. **Since the Project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.**

Temporary Loss Of Bus Stops Or Rerouting Of Bus Lines

Bus stops are not located along Mariposa Avenue or 7th Street where the parking lane closures would occur. A bus only lane is located on the south side of Wilshire Boulevard adjacent to the Project Site and a bus stop is present directly east of Irolo Street, but construction will not affect bus operations as there are no sidewalk or lane closures anticipated on Wilshire Boulevard along the Project frontage. **Therefore, the Project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.**

Temporary Loss Of On-Street Parking

Construction would require temporary removal of well utilized on-street parking spaces along the Project frontages of Mariposa Avenue, from Wilshire Boulevard to 7th Street, and 7th Street, from Irolo Street to Mariposa Avenue, to accommodate the construction area footprint and/or temporary truck staging. This would require the temporary removal of 12 two-hour metered parking spaces along Mariposa Avenue and 16 two-hour metered parking spaces along 7th Street for 24 months. Pursuant the provisions in the California Public Resources Code Section 21099, which implements SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. **Therefore, since the Project is an infill project in a transit priority area, temporary parking impacts would be less than significant.**

Construction Period Trip Generation

A construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour. For the purposes of the trip generation analysis, the hauling hours were assumed to occur from 7:00 AM to 5:00 PM, a 10-hour period, which would create the highest number of haul trips in the peak hours. The delivery/equipment trucks are anticipated to arrive and depart between 7:00 AM and 5:00 PM, a 10-hour period. A PCE factor of 2.5 was assumed for haul trucks assuming the use of double-belly trailer trucks and a PCE factor of 2.0 was used for delivery trucks.

Table B.17-13 shows a summary of construction period trip generation under each phase of construction. As shown, on a peak construction activity day, a total of up to 196 daily PCE trips are estimated to occur under demolition, of which 24 PCE trips would occur during each of the morning and evening peak hours. Grading is estimated to generate a total of 331 daily PCE trips on a day with peak construction activity, of which 38 PCE trips are estimated to occur during each of the morning and evening peak hours. Construction is estimated to generate a total of 485 daily PCE trips on a day with peak construction activity, of which 88 PCE trips are estimated to occur during each of the morning and evening peak hours. Architectural coatings is estimated to generate a total of 170 daily PCE trips on a day with peak construction activity, of which 18 PCE trips are estimated to occur during each of the morning and evening peak hours.

At any given time, the peak construction activity is estimated to generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied (2,040 daily trips, 131 AM peak hour trips, and 186 PM peak hour trips). Although significant construction impacts are not anticipated, the influx of this material and equipment could create less than significant impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways such as Sunset Place and Hoover Street as they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

Table B.17-13
Construction Period Trip Generation

Phase	Daily PCE Trips [1]	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Demolition and Site Preparation							
Construction Worker trips [2]	30	6	0	6	0	6	6
Haul Truck Trips [3]	150	8	8	16	8	8	16
Delivery/Equipment Truck Trips [3]	16	1	1	2	1	1	2
Total	**196**	**15**	**9**	**24**	**9**	**15**	**24**
Grading							
Construction Worker trips [2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	275	14	14	28	14	14	28
Delivery/Equipment Truck Trips [3]	16	1	1	2	1	1	2
Total	**331**	**23**	**15**	**38**	**15**	**23**	**38**
Construction							
Construction Worker trips [2]	400	80	0	80	0	80	80

Haul Truck Trips [3]	5	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	80	4	4	8	4	4	8
Total	**485**	**84**	**4**	**88**	**4**	**84**	**88**
Architectural Coating							
Construction Worker trips [2]	10	2	0	2	0	2	2
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	160	8	8	16	8	8	16
Total	**170**	**10**	**8**	**18**	**8**	**10**	**18**

PCE - Passenger car equivalent
Notes:
[1] - Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle
[2] - Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.
[3] - Daily haul, delivery/equipment, and trash truck trips were assumed to occur evenly throughout an 11-hour construction day. Therefore, the daily truck trips were divided by 11 hours to calculate morning and evening peak hour truck trips.
Source: Table 13, Transportation Impact Analysis, Fehr & Peers, September 2018.

Construction Project Design Features

As shown in **Table B.17-13**, impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied. While mitigation measures are not required to mitigate less-than-significant impacts, to be conservative a Construction Management Plan and Construction Worker Parking Plan should be implemented (see **TRAN-PDF-1**).

Project Design Feature

TRAN-PDF-1 A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Mariposa Avenue and 7th Street.

- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.

- As parking lane and/or sidewalk closures are anticipated along 7th Street, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.

- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.

- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.

- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.

Conclusion

The LOS analysis for the Existing plus Project and Future plus Project determined that the Project would not result in significant impacts at study area intersections.

Existing Public Transit Service

The Project Site is served by a high level of public transit. Figure 3 of Appendix K-1 shows the various metro bus routes, rapid bus routes, and Metro Rail lines providing service in the study area. The Project is located adjacent to the Metro Purple Line Wilshire/Normandie Station. Eight local Metro (Route 16/17, 18, 20, 28, 66, 204, 206, 207), four Metro Rapid (Route 720, 728, 754, 757), two DASH (Wilshire Center/Koreatown and Hollywood/Wilshire), one Foothill Transit (Route 481), and one Commuter Express (Route 534) bus routes provide service within 1/2 mile of the Project Site along Wilshire Boulevard. In addition, Wilshire Boulevard has east-west dedicated bus lanes.

Existing Bicycle And Pedestrian Facilities

Figure 4 of Appendix K-1 shows citywide designated bicycle facilities in the Project area. Wilshire Boulevard has peak hour bus lanes with bicycles permitted. S. Oxford Avenue contains a bike lane that extends from W. 3rd Street northwards. W. 7th Street contains a bike lane from S. Catalina Street eastwards.

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those which are more likely to be built by 2035. The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic-calming measures that close the gaps between streets containing bicycle facilities. Within the study area, W. 7th Street east of S. New Hampshire Avenue is a planned Tier 1 Protected Bicycle Lane. Wilshire Boulevard contains a planned Tier 2 Bicycle Lane, and Vermont Avenue contains a planned Tier 3 Bicycle Lane. Several streets within the study area are included within the planned Neighborhood Enhanced Network, including W. 9th Street/James Wood Boulevard, W. 4th Street and S. Harvard Boulevard.

The study area generally has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout the study area.

The Project will include bicycle parking and will activate the sidewalks around the Site with commercial uses. The Project will not conflict with public transit, bicycles, or pedestrian facilities. **Therefore, a less than significant impact will occur.**

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)[274]

Less Than Significant Impact.

A significant impact may occur if the adopted Los Angeles County Metropolitan Transportation Authority (Metro) thresholds for a significant project impact would be exceeded. The Congestion Management program (CMP) was adopted to regulate and monitor regional traffic growth and

[274] Checklist Question XVI.b was revised to address consistency with CEQA Guidelines Section 15064.3, subdivision (b), which relates to use of vehicle miles traveled (VMT) as the methodology for evaluating traffic impacts. While Appendix G was revised to incorporate Section 15064.3, Section 15064.3 does not become applicable statewide until July 1, 2020. Until that time, pursuant to Section 15064.3(c), agencies are not required to use VMT as the basis for evaluation of traffic impacts and also may elect to use Section 15064.3 immediately. The City adopted a VMT methodology on July 30, 2019. During this transition, projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with DCP may continue analyzing transportation impacts with level of service (LOS), as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020. Thus, at this time, traffic analyses within the City of Los Angeles continue to be based on LADOT's adopted methodology under its Transportation Impact Study Guidelines, which requires use of LOS to evaluate traffic impacts of a Project (consistent with Checklist Question XVII.b of the CEQA Guidelines prior to the latest update).

transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles.

Arterial Monitoring Stations

The CMP arterial monitoring station closest to the Project Site is at Western Avenue & Wilshire Boulevard located west of the Project Site. Based on the Project trip distribution and trip generation, the Project is expected to add approximately 15 trips in the AM peak hour and 20 trips in the PM peak hour through the CMP arterial monitoring station. The Project is not expected to add enough new traffic to exceed the arterial analysis threshold criteria of 50 vehicle trips at the above-mentioned location. Therefore, no further CMP arterial analysis is required.

Freeway Analysis

Regional access to the Project Site is provided by the US-101 Freeway located approximately 1.6 miles north of the Project Site and the I-10 Freeway located approximately 1.7 miles to the south of the Project Site, respectively.

The CMP freeway monitoring stations closest to the Project Site includes the US-101 Freeway at Normandie Avenue and the I-10 Freeway at Budlong Avenue Based on the Project distribution patterns, approximately 7.5% of Project traffic is expected to travel through the US-101 freeway monitoring station at Normandie Avenue. According to the trip generation estimates, the Project is projected to result in an increase of 11 trips in the morning and 15 trips in the evening peak hour US-101 at Normandie Avenue. Therefore, the Project is projected to result in an increase of 10 trips in the morning and 14 trips in the evening peak hour on the US-101 freeway.

The CMP freeway monitoring stations closest to the Project Site on the I-10 freeway are at Budlong Avenue. Approximately 7.5% of Project traffic is expected to travel east on the I-10 freeway through Budlong Avenue and approximately 7.5% is expected to travel west on the I-10 freeway towards the City of Santa Monica. Therefore, the Project is projected to result in an increase of 11 trips in the morning and 15 trips in the evening peak hour on eastbound and westbound I-10 freeway.

Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway segments is required for CMP purposes.

Regional Transit Impact Analysis

Potential increases in transit person trips generated by the Project were estimated in the study. The methodology used in the study assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the Project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use

(commercial/other versus residential) and the proximity to transit services. Appendix C-8 of the 2010 CMP recommends summarizing the fixed-route local bus services within 1/4 mile of a project site and express bus routes and rail service within two miles of a project site. Excluding the transit credit in the trip generation table, the Project would have an estimated increase in vehicle trip generation of approximately 166 net vehicle trips during the AM peak hour and 222 during the PM peak hour before the transit credit. Applying the AVR factor of 1.4 to the estimated vehicle trips would result in an estimated increase of approximately 232 and 311 person trips during the AM and PM peak hours, respectively.

A 25% transit credit was applied to the Project trip generation estimates to account for trips made to and from the Project Site using modes other than automobiles. The Project is located within a 0.25-mile walking distance of the Metro Purple Line at the Wilshire/Western Station as well as the transit service. Consistent with this approach, the Project would generate an estimated increase of 35 transit trips during the AM peak hour and 47 transit trips during the PM peak hour. Given the frequency of the high quality transit service in close proximity to the Project Site, including the Metro Purple Line subway and multiple Metro Rapid and local bus routes, the incremental transit riders resulting from the Project would result in a less than significant impact on the transit lines serving the area.

Therefore, the Project would have a less than significant impact.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact with Mitigation Incorporated.

A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions.

Proximity to Schools

The Project Site is in proximity to the following schools:[275]

- RFK Community Schools (Ambassador, UCLA Community School, New Open Worlds, and Los Angeles High School of the Arts), 701 S. Catalina Street, 250 feet east of the Project Site.

Potential construction impacts such as trucks and other equipment and operational changes to the streets and sidewalks nearby the schools will be mitigated to a less than significant level by **Mitigation Measure Tran-MM-1**.

275 LAUSD and Google Maps.

Driveways

The Project would have four driveways:

- A full-access driveway on Mariposa Avenue.
- Two full-access driveways on 7th Street.
- A full-access driveway on Irolo Street.

The loading areas for the Project uses will be located in the parking structure on Level 1 and will be accessible from the Mariposa Avenue driveway.

A level of service analysis was conducted at to evaluate the ability of the Project access plan to accommodate the anticipated traffic levels at the driveway access points. The residents will primarily use the Mariposa Avenue driveway and eastern 7th Street driveway, but all other land uses on the Project Site will have access to use each of the driveways, similar to the existing Site access. The driveway LOS analysis focuses on the two driveways which will be used by residents. The driveway locations below will be unsignalized and stop-controlled and were analyzed using the 2-way Stop methodology from the HCM. The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS. **Table B.17-14** shows the results of the LOS analysis at the unsignalized driveways. As shown, the driveways are projected to operate at acceptable LOS (LOS D or better) under Existing plus Project (2018) and Future plus Project (2026) conditions.

The Project would provide a parking and driveway plan for review and approval by Los Angeles Department of Building and Safety.

Table B.17-14
Driveway Service and Impact Analysis

Driveway Location	Peak Hour	Existing + Project (2018)		Future + Project (2026)	
		Delay (seconds)	LOS	Delay (seconds)	LOS
7th Street Eastern Driveway	AM	14.1	B	14.9	C
	PM	18.5	C	20.4	C
Mariposa Avenue Driveway	AM	24.4	D	27.7	D
	PM	25.45	D	29.0	D

Source: Table 9, Technical Addendum to Transportation Impact Analysis, Fehr & Peers, August 2019.

Pedestrian Safety

Temporary significant impacts to pedestrian safety could occur during construction. The Project will comply with **Mitigation Measure TRAN-MM-2** to ensure the safety of pedestrians and other vehicles in general, as the construction area could create hazards of incompatible/slow-moving

construction and haul vehicles. **Therefore, impacts would be reduced to less than significant.**

Pedestrian access to the Project would be provided at entrances along Mariposa, as well as from the parking structures within the building. **The Project would not mix pedestrian and automobile traffic and, therefore, no pedestrian impacts would occur.**

Other Hazards

The Project does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site.

Mitigation Measures

TRAN-MM-1 Construction Activity Near Schools

The developer shall maintain ongoing contact with administrators of RFK Community Schools. The administrators shall be contacted when demolition, grading and construction activity begin on the Project Site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school are maintained.

TRAN-MM-2 Safety Hazards

- The developer shall install appropriate construction related traffic signs around the Project Site to ensure pedestrian and vehicle safety.

- The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding) from work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact.

A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD and LAPD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site. The Project would comply with LAFD and LAPD requirements and provide adequate access for emergency vehicles and service responses. The Project would ensure that adequate and safe access, including access for emergency vehicles, remains available. This would be accomplished through the Construction Management Plan (**TRAN-PDF-1**). **Therefore, impacts related to emergency access would be less than significant.**

XVIII. Tribal Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less Than Significant Impact.

Analysis of the potential impacts to historical resources has found that the Project will insert substantial new construction on land that was currently occupied by a three-story parking structure. The proposed new construction, however, will not result in substantial adverse changes that reduces the integrity or significance of historic resources either adjacent to or in the near vicinity of the Project Site.[276] T**herefore the Project would result in a less than significant impact to tribal cultural resources.**

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact.

Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an MND or EIR on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must

276 Historic Resources Technical Report, Historic Resources Group, November 2018.

take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As lead agency, the City mailed letters to the 10 listed Native American tribes included on the City's consultation list. Letters were sent out to all contacts on May 25, 2017.

To date, the City has received no responses to the notification letters.

Though unlikely, if present, any unidentified tribal cultural resources have the potential to be significant under CEQA. However, while the Project would not adversely affect known Tribal cultural resources, the City has established a standard condition of approval to address inadvertent discovery of Tribal cultural resources:

> In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
>
> - Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally

and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 30 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.

- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.

- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. **Based on these conditions, any potential Project impacts on Tribal Cultural Resources would be reduced to less than significant.**

XIX. Utilities And Service Systems

This section is based on the following items, included as Appendix L of this MND:

L-1 Los Angeles Bureau of Sanitation response, August 23, 2017.

L-2 Los Angeles Department of Water and Power response, July 17, 2017.

L-3 Water Supply Assessment, Los Angeles Department of Water and Power, July 18, 2017.

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site.

Water

The City of Los Angeles Department of Water and Power (LADWP), which provides municipal water services to the City, is responsible for providing water to the Project Site.

The proposed development land uses will conform to Water-Efficiency Requirements Ordinance No. 180822, 2013 California Plumbing Code, 2013 California Green Building Code (CALGreen), 2014 Los Angeles Plumbing Code, and 2014 Los Angeles Green Building Code.

As shown on **Table B.19-1, Project Estimated Water Consumption**, it is estimated the Project will consume a total of approximately 69,011 gallons per day (gpd) (or 77.31 acre-feet per year[277]) of water.

Table B.19-1
Estimated Future Water Demand

Use	Size	Water Use Factor[3] (gpd/unit)	Base Demand (gpd)	Required Ordinances Water Savings [4] (gpd)	Water Demand	
					(gpd)	AF / year
Existing Uses[1]						
Landscaping	13,133 sf	-			-	-

277 1 acre foot = 325,851.429 US gallons.

3-story parking structure	266,571 sf	-			-	-
Existing to be Removed Total[2]					**1,082**	**1.21**
Proposed Uses[1]						
Residential – Studio	461 units	75 gallons / unit	34,575			
Residential – 2 Bedroom	180 units	150 gallons / unit	27,000			
Base Demand Adjustment (residential)[5]			7,947			
Residential Units Total	**641 du**		**69,522**	**22,302**	**47,220**	**52.90**
Indoor Lounge	9,935 sf	50 gallons / 1,000 sf	497			
Rooftop Outdoor Amenity Deck	10,930 sf	50 gallons / 1,000 sf	547			
Gym/Fitness Center	785 sf	650 gallons / 1,000 sf	510			
Lobby and Leasing Office	2,620 sf	50 gallons / 1,000 sf	131			
Pool	1,200 sf		113			
Water Feature/Fountain	887 sf		83			
Residential Amenity Total[6]			**1,881**	**582**	**1,299**	**1.46**
Restaurant: High-turnover	138 seats	25 gallons / seat	3,450			
Restaurant: Fast-food	68 seats	25 gallons / seat	1,700			
Retail	13,500 sf	25 gallons / 1,000 sf	338			
Commercial Total			**5,488**	**1,408**	**4,080**	**4.57**
Landscaping[7]	**21,860 sf**		**2,042**	**997**	**1,045**	**1.17**
Parking Structure[8]	**309,558 sf**	**0.02**	**204**	**0**	**204**	**0.23**
Cooling Tower 1	700 tons	24	16,632	3,326	13,306	14.91
Cooling Tower 2	800 tons	24	19,008	14,411	4,597	5,14
Cooling Tower Total			**35,640**	**17,738**	**17,902**	**20.05**
Proposed Subtotal			**114,777**	**43.027**	**71,750**	**80.38**
Less Existing to be removed					**(1,082)**	**(1.21)**
Less Additional Conservation[8]					**(1,657)**	**(1.86)**
Net Additional Water Demand					**69,011**	**77.31**

Note: the WSA analyzed a larger program then the Project: 641 units instead of 640 units and 13,500 sf retail instead of 5,538 sf. The restaurant seating amount remains unchanged. Therefore, the WSA presents a more conservative, worse-case approach.

[1] Provided by the City of Los Angeles Department of City Planning in the Request for Water Supply Assessment letter.

[2] The existing water demand is based on the LADWP billing data (average of years 2010 to 2015) and it includes water use for the surrounding parking lot, landscape, and cooling tower. Note that water use credit is only given for removed parking and landscaping.
[3] Proposed indoor water uses are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http: www.lacitysan.org/fmd/pdf/sfcfeerates.pdf.
[4] The proposed development land uses will conform to City of Los Angeles Ordinance No. 184248, 2013 California Plumbing Code, 2013 California Green Building Code (Calgreen), 2014 Los Angeles Plumbing Code, and 2014 LA Green Building Code.
[5] Base Demand Adjustment is the estimated savings due to Ordinance No. 180822 accounted for in the current version of Bureau of Sanitation Sewer Generation Rates.
[6] Outdoor pool deck not shown here does not have additional water demand.
[7] Landscaping water use is estimated per California Code of Regulations Title 23, Division 2, Chapter 2.7. Model Water Efficient Landscape Ordinance.
[8]Auto parking water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, and 12 times/year cleaning assumptions.
[9] Water conservation due to additional conservation commitments agreed by the Applicant.
Source: LADWP, Water Supply Assessment, July 17, 2017.

The Water Service Organization (WSO) would be able to provide the domestic needs of the Project from the existing water system. The Project Applicant will consult with the LADBS and LAFD to determine fire flow requirements for the Project. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of LAAFP is 600 mgd with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. The Project's water consumption increase represents approximately 0.05 percent and 0.02 percent of the remaining capacity currently available at LAAFP during the summer and non-summer months, respectively. Therefore, impacts to water treatment facilities and existing infrastructure would be less than significant. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project.

While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Fire flow to the Project would be required to meet City of Los Angeles fire flow requirements. Section 57.507.3.1 of the LAMC establishes fire flow standards for specified land uses, including Low Density Residential, High Density Residential and Commercial Neighborhood, Industrial and Commercial, and High Density

Industrial and Commercial or Industrial. Based on fire flow standards set forth in Section 57.507.3.1 of the LAMC, the Project falls within the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gallons per minute from four adjacent fire hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch (psi). In accordance with the fire flow standards set forth in the LAMC, the Applicant would coordinate with the City to ensure that adequate water infrastructure is available to meet the required fire flows. Should the City determine that additional water connections and water infrastructure capacity is needed to meet the required fire flows, the Applicant would implement such improvements in consultation with the City. Additionally, as required by the LAMC, hydrants would be spaced per the hydrant spacing requirements set forth in Section 57.507.3.2 of the LAMC to provide adequate coverage of the building exterior and to deliver a minimum pressure of 20 pounds per square inch at full flow. Therefore, the Project would not result in the construction of new water facilities or expansion of existing facilities.

Wastewater

Wastewater reclamation and treatment in the City of Los Angeles is provided by the City of Los Angeles Department of Public Works' Bureau of Sanitation (LABS), which operates two treatment plants (Hyperion and Terminal Island) and two water reclamation plants in accordance with the treatment requirements of the LAWQCB and/or water reclamation requirements of the Basin Plan.

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP)[278], which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment,[279] and currently treats an average daily flow of approximately 362 mgd.[280] Thus, there is a remaining capacity of approximately 88 mgd. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LAWQCB's discharge policies for Santa Monica Bay. Further, the HTP is a public facility and is, therefore, subject to the state's wastewater treatment requirements. The Project's wastewater discharge would be typical for a mixed-use residential and commercial building and would not require any on-site treatment before flowing to the sewer.

It is estimated the Project will generate a total of approximately 69,011 gallons per day (gpd) (or 0.069 mgd) of wastewater.[281] This total does not take any credit for the proposed sustainable and water conservation features of the Project.

The wastewater generated by the Project will be similar to other uses in the area. No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within the HTP system which currently treats an average daily flow of

278 LA Sewers: http://www.lasewers.org/treatment_plants/about/index.htm.
279 Los Angeles Sanitation: http://www.lacitysan.org/irp/Wastewater.htm.
280 LABS, Wastewater, About Wastewater, Facts and Figures, Treatment Plants, Hyperion Treatment Plant, website: http://www.lacitysan.org/wastewater/factsfigures.htm.
281 LADWP, Water Supply Assessment, July 18, 2017. Water demand and wastewater generation estimated to be equivalent.

approximately 362 mgd.[282] Thus, there is a remaining capacity of approximately 88 mgd. The increase in wastewater generation represents approximately 0.24% of the remaining capacity[283], and would not have a significant impact on treatment plant capacity.

As HTP complies with the State's wastewater treatment requirements and the Project's wastewater generation is well within the existing capacity, the Project will not exceed the wastewater treatment requirements of LAWQCB. The Project Site will be served by the LABS, which provides municipal wastewater services to the City.

The Site is served by an existing 18-inch line on Normandie Boulevard that feeds into a 48-inch line on Normandie before discharging into a 57-inch line on James M Wood Boulevard. The current approximate flow level (depth/diameter or d/D) and the design capacities at d/D of 50% is shown in **Table B.19-2**.[284]

Table B.19-2
Sewer Infrastructure

Pipe Diameter (inches)	Location	Current Gauging d/D (%)	50% Design Capacity
18	Wilshire	*	4.32 MGD
48	Normandie	26	29.86 MGD
54	James M. Wood	*	67.79 MGD
57	James M. Wood	24	
* no gauging available. gpd = gallons per day. MGD = million gallons daily. Bureau of Sanitation response, August 23, 2017.			

The Project Site is currently developed and adequately served by the existing wastewater conveyance system. As part of the building permit process the lead agency would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows. The standard procedure is that further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time.

Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) will be implemented as part of the Project and will help reduce the amount of Project-generated wastewater.

282 LABS, Wastewater, About Wastewater, Facts and Figures, Treatment Plants, Hyperion Treatment Plant, website: http://www.lacitysan.org/wastewater/factsfigures.htm.
283 0.069 mgd / 88 mgd x 100% = 0.08%.
284 Bureau of Sanitation response, August 23, 2017.

Stormwater Drainage

As discussed in **Section B.10**, above, the Project would maintain the existing percentage of impervious surfaces within the Project Site. The Project Site is primarily covered with a parking structure (hardscape). The Project will similarly occupy the entire Project Site with two new buildings and a podium parking structure. Thus, the Project would not be altering the amount of impervious surface that affects runoff. Runoff currently flows toward the existing storm drain system, and the Project will not substantially alter the amount of runoff. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project. Thus, the existing public stormwater system would have sufficient capacity to accommodate the Project and the Project would not require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects. **Impacts would be less than significant.**

Electric Power

As discussed in **Section B.6**, above, LADWP has confirmed that electrical service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. Accordingly, operation of the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the relocation or construction of new or expanded electric power facilities, the construction of which would cause significant environmental effects. **Impacts would be less than significant.**

Natural Gas

As discussed in **Section B.6**, above, there is sufficient natural gas supplies to serve the Project's natural gas demand. Accordingly, operation of the Project would not result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the relocation or construction of new or expanded natural gas facilities, the construction of which would cause significant environmental effects. **Impacts would be less than significant.**

Telecommunications

The Project would require construction of new on-site telecommunications infrastructure to serve the new building and potential upgrades and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to

the public system. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers. **Impacts would be less than significant.**

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact.

A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come.

Water Supply Assessment

State CEQA Guidelines Section 15083.5 requires a lead agency to identify water systems to provide water supply assessments for projects over specified thresholds. For any residential subdivision project Senate Bill (SB) 221 requires that the lead agency include a requirement that a sufficient water supply shall be available to serve the residential development. A residential subdivision is a proposed residential development of more than 500 dwelling units. SB 610 requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand for certain development projects that are otherwise subject to CEQA review. Existing law identified those certain projects as follows:

(a) Residential developments of more than 500 dwelling units;

(b) Shopping centers or businesses employing more than 1,000 persons or having more than 500,000 square feet of floor space;

(c) Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet;

(d) Hotels or motels with more than 500 rooms;

(e) Industrial or manufacturing establishments housing more than 1,000 persons or having more than 650,000 square feet of 40 acres;

(f) Mixed use projects containing any of the foregoing; or

(g) Any other project that would have a water demand at least equal to a 500-dwelling unit project.

WSA Results

The Project is subject to SB 610 and conducted a Water Supply Assessment (WSA). According to the WSA and included in **Table B.19-1** above, the Project total net water demand is estimated to be 77.31 acre-feet per year (AFY), which includes annual water conservation. Savings due to water conservation ordinances are approximately 48 AFY, and savings due to additional voluntary conservation measures are approximately 2 AFY. LADWP's WSA finds adequate water supplies will be available to meet the total additional water demand. LADWP anticipates the projected water demand can be met during normal, single-dry and multiple-dry water years, in addition to the existing and planned future demands on LADWP.[285]

The 2015 UWMP was adopted in June 2016 and projects a demand of 611,800 AFY in 2020 and 644,700,000 AFY in 2025.[286] The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multifamily, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2012 RTP.[287] The 2012 RTP models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).[288] Neither the Urban Water Management Plan forecasts, nor the 2012 RTP include parcel-level zoning and land use designation as an input. The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand.

Based on LADWP's 2015 Urban Water Management Plan, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2040. Therefore, the Project would not be anticipated to require new or expanded water entitlements. **Therefore, Project impacts to water supplies would be less than significant.**

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact.

285 LADWP, Water Supply Assessment, July 17, 2017.
286 2015 Urban Water Management Plan, Los Angeles, pg. ES-23.
287 2015 Urban Water Management Plan, Los Angeles, pgs. 1-12.
288 SCAG, 2008 Regional Transportation Plan Growth Forecast Report, pgs 2-10.

A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. As discussed above, the Project's wastewater generation of 0.069 mgd would be sufficiently accommodated as part of the remaining 88 mgd of treatment capacity currently available at HTP. **Therefore, impacts to wastewater treatment capacity would be less than significant.**

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact.

The remaining disposal capacity for the County's Class III landfills is estimated at approximately 167.60 million tons.[289] In 2017, approximately 5.011 million tons of solid waste were disposed of at the County's Class III landfills. In addition, approximately 0.490 million tons of solid waste were disposed of at County transformation facilities in 2017.[290] Assuming a Countywide diversion rate of 65 percent for 2017, the 2017 Annual Report estimated that approximately 19.18 million tons of solid waste were generated within the County in 2017.

Of the remaining Class III landfill capacity in the County of Los Angeles, approximately 149.77 million tons are available to the City of Los Angeles.[291] As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity. The Annual Report indicates that the countywide cumulative need for Class III landfill disposal capacity, approximately 126.4 million tons in 2032, will not exceed the 2017 remaining permitted Class III landfill capacity of 167.60 million tons.

Scholl Canyon Landfill in Glendale has 4.70 million tons of remaining capacity and Sunshine Canyon Landfill in Sylmar has 68.04 million tons of remaining capacity.[292]

The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 55.71 million tons. In 2017, approximately 0.423 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified

[289] This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.

[290] County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2017 Annual Report, April 2019.

[291] Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility's wasteshed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

[292] Disposal quantities are based on actual tonnages reported by owners/operators of permitted solid waste disposal facilities to the Los Angeles County Department of Public Works' Solid Waste Information Management System, as of December 31, 2016.

landfill. Given the remaining permitted capacity and based on the average disposal rate of 1,356 tons per day (based on 260 days of disposal per year) in 2017, this capacity would be exhausted in 158 years.[293]

In 2017, the City of Los Angeles disposed of approximately 2.9 million tons of solid waste at the County's Class III landfills and approximately 23,810 tons at transformation facilities.[294] The 2.9 million tons of solid waste accounts for approximately 1.9 percent of the total remaining capacity (149.77 million tons) for the County's Class III landfills open to the City.[295]

Construction

Construction of the Project will generate minimal amounts of construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged. Materials not recycled would be disposed of at local landfills.

Demolition will remove approximately 266,571 square feet of the existing parking structure. Demolition would produce demolition waste and recycling opportunities of raw materials and export of approximately 137,000 cy of dirt.[296]

Construction of the approximately 712,347 square feet of new floor area would generate approximately 1,560 tons of construction waste.[297]

This amount of construction and debris waste would represent approximately 0.03 percent of the Azusa Land Reclamation Landfill's existing remaining disposal capacity of 56.34 million tons. Thus, the total amount of construction and demolition waste generated by the Project would represent a fraction of the remaining capacity at the unclassified landfill serving Los Angeles County. Since the County's unclassified landfill generally does not face capacity shortages, and the County's unclassified landfill would be able to accommodate Project-generated waste, construction of the Project would not result in the need for an additional disposal facility to adequately handle Project-generated construction-related waste. **Therefore, Project construction impacts to solid waste facilities would be less than significant.**

Operation

293 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2017 Annual Report, April 2019.

294 These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City

295 2.9 million tons ÷ 78.71 million tons x 100% = 3.7 %.

296 Client provided, June 2017.

297 Based on 4.02 pounds of nonresidential construction and 4.38 lbs for residential construction per square foot. (Source: U.S. Environmental Protection Agency Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, Table A-2, page A-1).

As shown on **Table B.19-3, Project Estimated Solid Waste Generation**, it is estimated the Project will generate a total of approximately 1,453 tons per year of solid waste.

Table B.19-3
Project Estimated Solid Waste Generation

Land Use	Size	Solid Waste Generation Rates	Total (tons)
Residential	640 units	2.23 tons / unit	1,427
Commercial	29 employees	0.91 tons / employee	26
		Total Increase	**1,453**

Note: 1 ton = 2,000 pounds.
Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year).
Non-residential solid waste factor (City of Los Angeles Bureau of Sanitation, Waste Characterization and Quantification Study, Table 4, July 2002) is based on tons per employee per year:
3.03 for hotel
0.91 for commercial/retail
2.98 for restaurant
Table: CAJA Environmental Services, August 2019.

In compliance with LAMC provisions, the Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB3 41.

In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

The increase in solid waste disposal would represent an approximate 0.05 percent increase in the City's annual solid waste disposal quantity, based on the 2017 disposal of approximately 2.9 million tons.

The increase in solid waste disposal would represent approximately 0.001 percent of the estimated remaining Class III landfill capacity of 149,77 million tons available to the City of Los Angeles. Therefore, no Project impacts related to solid waste would occur and the Project is

adequately served. **Therefore, Project operation impacts to landfills and solid waste services will be less than significant.**

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact.

Solid waste generated on-site by the Project will be disposed of in compliance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal.

In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects.

Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California.

In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste[298] on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week were required to arrange for organic waste recycling services.

The amount of Project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Integrated Resources Plan, which is the long-range solid waste management policy plan for the City through 2025, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills. The Project would also comply

[298] Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

with applicable regulatory measures, including the provisions of City Ordinance No. 171,687 regarding recycling for all new construction and other recycling measures; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction, and the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials.

Waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. **The Project would comply with federal, state, and local regulations, and as such, impacts would be less than significant.**

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact.

There are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, [299] nor is it located within a City-designated fire buffer zone.[300] Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. **No impacts regarding wildfire risks would occur.**

[299] ZIMAS, Parcel Profile Report, http://zimas.lacity.org/. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

[300] City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit D, p. 53.

XXI. Mandatory Findings Of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact.

A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues. The Project Site is located in an urbanized area of the City. The Project Site is entirely covered with buildings and parking structures. The Project would not impact any protected trees.

The Project will have a less than significant impact on historic resources.

The Project will not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. **Therefore, impacts from the Project will be less than significant.**

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact.

A significant impact may occur if a project, in conjunction with other Related Projects in the area of the Project Site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The Project will not combine with Related Projects to create a cumulatively significant impact in any of the environmental issue areas analyzed in the MND.

In accordance with CEQA Guidelines Section 15064(h), this MND includes an evaluation of the Project's cumulative impacts. An adequate discussion of a project's significant cumulative impact, in combination with other closely Related Projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of

impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

There are 134 Related Projects in the general vicinity of the Project Site that were identified by the Project's traffic study.[301] Of these, only one project is located in the direct vicinity of the Project Site (i.e., within 500 feet):

- No. 123 – 3377 West Wilshire Boulevard, approximately 500 feet northeast of the Site. 11,971 square feet of restaurants.

The rest of the Related Projects, not listed above, have several intervening buildings and major roadways/freeway in between, and are at least 1,000 feet away or more, distances which ensure that any other localized impacts of the Related Projects would not combine with the Project.

Aesthetics

Development of the Project in conjunction with the Related Projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. With respect to aesthetics and views, and shade and shadow impacts, none of the Related Projects are located in proximity to the Project Site such that their development would affect the aesthetic character of the Project Site or its immediate surroundings. There are no scenic or protected views in the area. Views in the immediate area would not be affected by the Project or the nearest Related Project. Development of the Related Projects is expected to occur in accordance with adopted plans and regulations. As per ZI No. 2145 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Thus, the Project would not be cumulatively considerable. **Therefore, cumulative aesthetic impacts would be less than significant.**

Agriculture and Forestry Resources

Development of the Project in combination with the Related Projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category. The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. **Therefore, no cumulative impacts to agricultural or forestry resources would occur.**

301 Fehr & Peers. "3400 Wilshire Boulevard Draft Transportation Analysis", September 2018.

Air Quality

AQMP Consistency

Cumulative development can affect implementation of the 2016 AQMP. The AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. **Thus, cumulative impacts related to conformance with the AQMP would be less than significant.**

Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Thus, as discussed in the Air Quality section of this MND, above, because the construction-related and operational daily emissions associated with Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

Odor Impacts

With respect to odor impacts, potential sources that may emit odors during construction activities at each Related Project include the use of architectural coatings, solvents, and asphalt paving. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Project and Related Projects would not combine to create objectionable construction odors. None of the Related Projects is close to the Project Site. With respect to operations, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the Related Projects and the Project's long-term operations phase. **Thus, cumulative odor impacts would be less than significant.**

Biological Resources

The Project would not impact any protected trees. The Project would have no impact upon biological resources. Development of the Project in combination with the Related Projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or Related Projects due to the existing urban development. Development of any of the Related Projects would be subject to the City of Los Angeles Protected Tree Ordinance. The Related Projects have no habitats, as they are infill developments. Thus, cumulative impacts to biological resources will be less than significant.

Cultural Resources

The Project and Related Projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding cultural resources. This resource area is site and locally specific so that each Related Project would need to be evaluated within its own site-specific context. In addition, any Related Project within a historic district or affecting a historic resource would require a historic resource evaluation to ensure that removal of an existing building, addition of a new building, and/or conversion would not impact the historic resource in the area. The Project will have no historic impact and a less than significant impact on archeological resources, paleontological resources, and human remains, with implementation of required regulatory compliance measures. **For all these reasons, cumulative impacts on cultural resource will be less than significant.**

Energy

Each of the Related Projects would be evaluated within its own context with consideration of energy conservation features that could alleviate electrical demand. Each Related Projects would be required to be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the Los Angeles Green Building Code. Further, each Related Projects would need to be consistent with the building energy efficiency requirements of Title 24 as well as how SCG serves each location with its existing distribution infrastructure. Finally, each Related Projects would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure. **Therefore cumulative impacts would be less than significant.**

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Related Projects would be in compliance with the City's Green Building Ordinance (for the City of Los Angeles) and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards.

All forecasted growth would incorporate design features and energy conservation measures, as required by Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2018-2030. Thus, there is a plan to secure natural gas supplies to meet demand. **Therefore cumulative impacts would be less than significant.**

Geology and Soils

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and any of the Related Projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the Related Projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that Project impacts would be less than significant levels. **Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.**

Greenhouse Gas Emissions

GHG analysis is a cumulative analysis and thus, there would be no cumulative significant impact as shown above (see **Section B.8** of this MND). **Thus, the Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.**

Hazards and Hazardous Materials

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the Related Projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the Related Projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's hazards and hazardous materials impact concluded that Project impacts would be less than significant levels. **Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hazard and hazardous materials impacts would be less than significant.**

Hydrology and Water Quality

The Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of

the Related Projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the Related Projects, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the Low Impact Development Ordinance, each Related Project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. **Therefore, cumulative water quality impacts would be less than significant.**

Land Use

Compliance with City's land use standards would ensure that any cumulative impacts related to land use would be less than significant. Further, all Related Projects would be individually evaluated for consistency with applicable land use standards. None of the Related Projects would physically divide an established community or conflict with a habitat conservation plan. The Project would not make a cumulatively considerable contribution to land use planning, and cumulative impacts would be less than significant. **Therefore, cumulative land use impacts would be less than significant.**

Mineral Resources

Development of the Project in combination with the Related Projects would not result in the loss of availability of mineral resources. The Project Site and the surrounding area are highly urbanized area and do not include any MRZ zones. **Therefore, no cumulative impacts to mineral resources would occur.**

Noise

Development of the Project in conjunction with the Related Projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. Construction-period noise for the Project and each Related Project (that has not yet been built) would be localized in nature. None of the Related Projects are in close enough proximity to the Project Site to cause cumulative construction or stationary noise or vibration impacts. Any construction noise from the Related Project, were it to occur concurrently with the Project, would be attenuated by the distance across intervening streets and/or structures that break the line of sight from these sites to the nearby receptors.

Additionally, each of these Related Projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. Each Related Projects would also be subject

to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. With respect to cumulative traffic noise impacts, it should be noted that the Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Impact Study (included as Appendix K-1 to this MND). Based on the Project's estimated trip generation, the Project plus future cumulative baseline conditions would not have the potential to create a significant cumulative impact. As such, the Project's noise volumes would not be cumulatively considerable. **Thus, the cumulative impact associated with construction noise would be less than significant.**

Population and Housing

The Related Projects would introduce additional residential, commercial/retail/restaurant, office, school, and other related uses to the City of Los Angeles. Any residential Related Projects would result in direct population growth. The Related Projects growth would not exceed the projected growth because SCAG can update it's projections after the 2020 Census when some of the Related Projects are in operation. The net increase of employees is not cumulatively considerable as there are no thresholds for employee impacts. Because the Project would not displace any residents, the Project's population growth would not be cumulatively considerable. **Therefore, the Project's cumulative impacts to population and housing would be less than significant.**

Public Services

Fire

Given the geographic range of the Related Projects, they would be served by a variety of fire stations (Nos. 29, 11, 26, 52).[302] The Project, in combination with the Related Projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related Projects would contribute. Similar to the Project, each of the Related Projects in the City of Los Angeles would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any Related Projects that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the development of any new fire stations would be subject to

302 LAFD Fire Station Finder: http://www.lafd.org/fire_stations/find_your_station.

further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. **On this basis, the Project would not make a cumulatively considerable contribution to fire protection services impacts, and, as such cumulative impacts on fire protection would be less than significant.**

Police

The Project, in combination with the Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. In addition, each of the Related Projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the Related Projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. **On this basis, the Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection would be less than significant.**

Schools

Given the geographic range of the Related Projects, they would be served by a variety of public schools depending on the location and service boundaries. The Project, in combination with the Related Projects is expected to result in a cumulative increase in the demand for school services. Development of the Related Projects include 1,262 student seats and is projected to generate approximately 11,150 new residential dwelling units to the area, which would generate additional demands upon school services. The Related Project would generate approximately 4,460 elementary school students, 1,115 middle school students, and 2,230 high school students.[303] These Related Projects would have the potential to generate students that would attend the same schools as the Project. However, each of the projects would be responsible for paying mandatory school fees to mitigate the increased demands for school services. **Therefore, cumulative impacts on schools would be less than significant.**

303 Residential land uses: Elementary: 0.4 students per household; Middle: 0.1 students per household; High: 0.2 students per household.

Parks and Recreation

Development of the Project in conjunction with the Related Projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential Related Projects is required to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Each residential Related Projects would also be required to comply with the on-site open space requirements of the LAMC. **Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Project would not make a cumulatively considerable impact to parks and recreational facilities and cumulative impacts would be less than significant.**

Library

Given the geographic range of the Related Projects, they would be served by a variety of libraries (De Neve, Pio Pico, Pico Union, Wilshire, Memorial).[304] Development of the Related Projects would likely generate additional demands upon library services. The LAPL has no plans for new or expanded libraries; however, the Related Projects, like the Project, would contribute to the City General Fund, which goes to, among other things, library services. **Therefore, the cumulative impacts related to library facilities would be less than significant.**

Traffic

Development of the Project in conjunction with the Related Projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. The methodology for traffic analysis included both an individual project level analysis (existing with Project scenario) and a cumulative impact analysis (future baseline with Project scenario). The future includes ambient growth (1 percent per year increase) and the Related Projects. The future traffic conditions with the Project show that none of the 14 study intersections would have a significant impact in either the existing or future baseline (cumulative) condition (see **Section B.17, Transportation**, of this MND). Thus, there would be no CMP intersections or freeways impacts. **Therefore, the Project's cumulative impact would be less than significant.**

Utilities

Individual sewer and water infrastructure is location and site-specific and made on a case by case basis. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040. Demands on water consumption, wastewater generation, and solid waste generation resulting from the Project would be less than significant. In addition, several of the Related Projects could be

304 LAPL Locations: http://www.lapl.org/branches.

subject to SB 610, which requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand. Ultimately, the wastewater and water facilities (HTP and LAAFP) and the Puente Hills MRF, Sunshine Canyon landfill, and Mesquite landfill have adequate capacity to accommodate the project and Related Projects along with the general growth within the City. **Therefore, the Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and cumulative impacts would be less than significant.**

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact.

A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures and project design features, and compliance with applicable regulatory measures, where applicable, the Project would not result in any unmitigated significant impacts. **Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.**