



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

# Mitigated Negative Declaration

## 9201 Winnetka Avenue Project

Case Number: ENV-2021-10280-MND

**Project Location:** 9201 Winnetka Avenue, Chatsworth, CA, 91311

**Community Plan Area:** Chatsworth – Porter Ranch

**Council District:** 12—Lee

**Project Description:** The Project would demolish the existing movie theater building and ancillary uses (approximately 140,000 square feet) and construct three buildings to be used for manufacturing, light industrial (including studio/movie/television/sound production), and/or warehousing, with a total floor area of approximately 273,500 square feet, as well as associated parking, landscaping, decorative fencing, and identification signs. In order to allow for development of the Project, the Project Applicant is requesting the following discretionary approvals from the City:

1. Conditional Use Permit, for a major development project.
2. Lot Line Adjustment to transfer approximately two acres from Parcel 2 to Parcel 1, reversing a previous Lot Line Adjustment (Case File No. AA-2018-3187-PMEX).

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

CAJA Environmental Services, LLC  
9410 Topanga Canyon Blvd., Suite 101  
Chatsworth, CA 91311

**APPLICANT:**

Wincal, LLC  
120 N. Robertson Blvd., Floor 3  
Los Angeles, CA 90048

July 2022

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# 1 INTRODUCTION

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An application for the proposed 9201 Winnetka Avenue Light Industrial Project (Project) has been submitted to the City of Los Angeles (City) Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA) and that the preparation of an Initial Study and Mitigated Negative Declaration (IS/MND) is required. Thus, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City. Based on the analysis provided in this IS/MND, the City has concluded that with implementation of the identified mitigation measures, the Project would not result in any significant environmental impacts. The IS/MND is an informational document and is required to be adopted by the decision maker prior to Project approval by the City.

## 1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures;<sup>1</sup> and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration or Mitigated Negative Declaration is appropriate, an Environmental Impact Report (EIR) is normally required.<sup>2</sup>

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<sup>1</sup> The study of alternatives to a project is only required as part of an Environmental Impact Report.

<sup>2</sup> State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration."

## 1.2 CEQA PROCESS

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the Project, will provide opportunities for the public to participate in the environmental review process. Throughout the CEQA process, an effort will be made to inform, contact, and solicit input on the Project from various government agencies and the general public, including stakeholders and other interested parties.

At the onset of the environmental review process, the City has prepared this Initial Study to determine whether the Project may have a significant effect on the environment. The analysis contained herein determined that with mitigation, the Project would not have a significant effect on the environment. Therefore, an IS/MND was determined to be the appropriate CEQA document.

## 1.3 ORGANIZATION OF THE IS/MND

This IS/MND is organized into four sections as follows:

### 1 INTRODUCTION

Describes the purpose and content of the IS/MND and provides an overview of the CEQA process.

### 2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination as to whether the Project may have a significant effect on the environment.

### 3 PROJECT DESCRIPTION

Provides a description of the Project and its environmental setting, including specific characteristics of the Project and a list of discretionary actions.

### 4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

## 2 EXECUTIVE SUMMARY

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<b>PROJECT TITLE</b>	<b>9201 WINNETKA AVENUE PROJECT</b>
ENVIRONMENTAL CASE NO.	<b>ENV-2021-10280-MND</b>
RELATED CASES	<b>AA-2021-10279-PMEX, CPC-2021-10278-CUP</b>

<b>PROJECT LOCATION</b>	<b>9201 WINNETKA AVENUE, CHATSWORTH, CA 91311</b>
COMMUNITY PLAN AREA	CHATSWORTH-PORTER RANCH COMMUNITY PLAN
GENERAL PLAN DESIGNATION	LIGHT MANUFACTURING
ZONING	[Q]M2-1, P-1
COUNCIL DISTRICT	12 – JOHN LEE

<b>LEAD CITY AGENCY</b>	<b>City of Los Angeles Department of City Planning</b>
STAFF CONTACT	OLIVER NETBURN
ADDRESS	200 N. SPRING STREET, ROOM 763
PHONE NUMBER	213-978-1382
EMAIL	OLIVER.NETBURN@LACITY.ORG

<b>APPLICANT</b>	<b>WINCAL, LLC</b>
ADDRESS	120 N. ROBERTSON BOULEVARD, FLOOR 3 LOS ANGELES, CA 90048
PHONE NUMBER	310-855-8418



## PROJECT DESCRIPTION

The Project Applicant, Wincal, LLC, seeks to demolish the existing movie theater building and ancillary uses (approximately 140,000 square feet) and construct three buildings to be used for manufacturing, light industrial (including studio/movie/television/sound production), and/or warehousing, with a total floor area of approximately 273,500 square feet, as well as associated parking, landscaping, decorative fencing, and identification signs.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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## ENVIRONMENTAL SETTING

The approximately 14.61-acre Project Site is located at 9201 Winnetka Avenue, and is a flat, irregular-shaped parcel with an approximately one percent downward slope from the northwest to the southeast. The Assessor Parcel Numbers (APNs) are 2748-039-032 and 2748-039-033. The existing land use designation for the Project Site in the Chatsworth-Porter Ranch Community Plan is Light Manufacturing, and the existing zoning for the Site [Q]M2-1 and P-1.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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## OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None

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## 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.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                       | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality                      | <input type="checkbox"/> Hydrology / Water Quality     | <input type="checkbox"/> Transportation                     |
| <input type="checkbox"/> Biological Resources             | <input type="checkbox"/> Land Use / Planning           | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities / Service Systems        |
| <input type="checkbox"/> Energy                           | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Wildfire                           |
| <input type="checkbox"/> Geology / Soils                  | <input type="checkbox"/> Population / Housing          | <input type="checkbox"/> Mandatory Findings of Significance |
- 

## DETERMINATION

(To be completed by the 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.

Oliver Netburn

PRINTED NAME



SIGNATURE

City Planner

TITLE

July 14, 2022

DATE

## 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 than 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.

## 3 PROJECT DESCRIPTION

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### 3.1 PROJECT SUMMARY

The Project Applicant, Wincal, LLC, seeks to demolish the existing movie theater building and ancillary uses (approximately 140,000 square feet) located at 9201 Winnetka Avenue, and construct three buildings to be used for manufacturing, light industrial (including studio/movie/television/sound production), and/or warehousing, with a total floor area of approximately 273,500 square feet, as well as associated parking, landscaping, decorative fencing, and identification signs on an approximately 14.61-acre (636,198 square feet) property (Assessor Parcel Numbers (APNs) 2748-039-032 and 2748-039-033).

### 3.2 ENVIRONMENTAL SETTING

#### 3.2.1 Project Location

The Project Site is located in the northwest San Fernando Valley in the Chatsworth community of the City of Los Angeles, approximately 23 miles northwest of downtown Los Angeles. The 14.61-acre Project Site is a flat, irregular-shaped parcel with an approximately one percent downward slope from the northwest to the southeast, with street frontages/access to Winnetka Avenue on the east, Oso Avenue on the west, and Prairie Street to the north. The Project Site is currently improved with the Pacific Theater Multiplex building (approximately 140,000 square feet) containing the Pacific Theater movie theaters and two ancillary retail uses (yogurt shop and fitness center).

The Project Site was originally a part of the larger Winnetka Drive-in motion picture theater complex until approximately 1996 when plans were approved (ZA 1996-0558(ZV)) to demolish the drive-in theater and develop the walk-in movie theater and three stand-alone restaurant/retail buildings (the three stand-alone buildings are not a part of the Project Site). In 2003, Parcel Map 2003-1065 was approved splitting the larger 27.18-acre property into five parcels (A, B, C, D, and E) to accommodate the theater and three stand-alone restaurant/retail buildings (currently Parcel A – Pacific Theater Multiplex; Parcel B-Applebee's; Parcel C-Subway, the Habit, and others; and Parcel D-Stonefire, Verizon, and others). The fifth parcel (Parcel E) is approximately 415,580.8 square feet (9.54 acres) in area and is improved as a surface parking lot, which is not a part of the Project Site. The Project Site only consists of the Parcel A area.



## Legend



Project Site

Source: Google Maps 2022.

Figure 3-1  
Regional Location Map





### Legend



## Project Site

Figure 3-2  
Aerial Map

The Project Site is within the [Q]M2-1 and P-1 zones.<sup>1</sup> In 1974 the City Council adopted Ordinance No. 145,616 requiring a temporary (Q) Qualified classification for the M2-1 zoned portion of the Project Site that states: “Development of the property shall be limited to those uses permitted in the MR2-1 zone or for drive-in outdoor motion picture theatre purposes.” In 1990 the City Council adopted Ordinance No. 165,788 making the [Q] Classification permanent. The P-1 zoned portion of the Project Site is located along the Winnetka Avenue frontage and has an approximate depth of 38 feet.

The Project Site is located within the Chatsworth–Porter Ranch Community Plan and is designated for Light Manufacturing land use corresponding to the MR2 and M2 zones.

As reported in the City’s Zoning Information and Mapping System (ZIMAS), the Project Site is also located within the Los Angeles State Enterprise Zone (Zoning Information Bulletin ZI-2374) and the Chatsworth-Northridge Industrial Core (INNOV818).

### 3.2.2 Surrounding Land Uses

The Zone Classification of the surrounding properties are: MR2-1 north of Prairie Street; MR2-1 west of Oso Avenue; [Q]M2-1/P-1 adjacent to the east; [Q]CM-1-MPR and MR2-1 to the east across Winnetka Avenue; [Q]M2-1 adjacent to the south; and PF-1XL for the Southern Pacific railroad right-of-way south of the surface parking lot. Surrounding land uses include light industrial to the north, northwest, and west; and parking and the Southern Pacific railroad right-of-way to the south. Restaurants are adjacent to the Project Site on the east. Further east, across Winnetka Avenue, is a corporate office/mixed-use residential project for which construction is complete and landscaping is being installed.<sup>2</sup>

## 3.3 DESCRIPTION OF THE PROJECT

The Project includes the construction, use and operation of three 50-foot high, one-story<sup>3</sup> manufacturing, light industrial, studio production (movie, television, and/or sound production), and/or warehouse buildings of varying sizes with mezzanines. Building 1 would be approximately 58,135 square feet, Building 2 would be approximately 58,135 square feet, and Building 3 would be approximately 157,230 square feet, for a total of 273,500 square feet. The three buildings are each divisible into multiple lease spaces with each lease-space designed with loading ramps/bay doors to accommodate tractor-trailer trucks for shipping and receiving of goods, materials, and

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<sup>1</sup> While a portion of the Project Site is zoned P-1, nothing would be built on this portion of the Project Site and it will only be used for parking. Therefore, the Project does not require a zone change.

<sup>2</sup> This mixed-use project includes “The 24 Residences,” which are described as a sensitive receptor in Section 4 of this IS/MND. Further, as of June 2022, construction of the buildings that make up this mixed-use project appear to be complete, landscaping is being installed, and some of the buildings appear to be occupied.

<sup>3</sup> The manufacturing, light industrial, studio production, and/or warehouse portions of the Project are one-story. As described below, each building would also contain ancillary office space. This ancillary office space would be one-story with a mezzanine.

products. The number of loading bay doors to each building range from up to 16 to 32 loading bay doors.

The Applicant is seeking flexibility for the use of the three buildings for either manufacturing, light industrial including studio production (movie, television, or sound), warehouse, and such other uses as permitted in the MR2-1 zone.<sup>4</sup> While the Project would be available for any use permitted in the MR2 zone, this IS/MND specifically analyzes the potential for warehouse, light industrial (including studio production), and manufacturing options as these would be the most impactful uses to occupy the Project Site.

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, regardless of the Project's ultimate use, the construction impacts would be the same, and the construction analyses provided in Section 4 of this IS/MND would apply to all potential uses.

Where separate potential uses are not called out specifically in Section 4 of this IS/MND, the analysis applies to any potential use that is permitted in the MR2 zone. However, in certain instances (such as with respect to air quality, energy, and traffic), different uses would have the potential for different impacts. In these instances, the following options are referred to and analyzed:

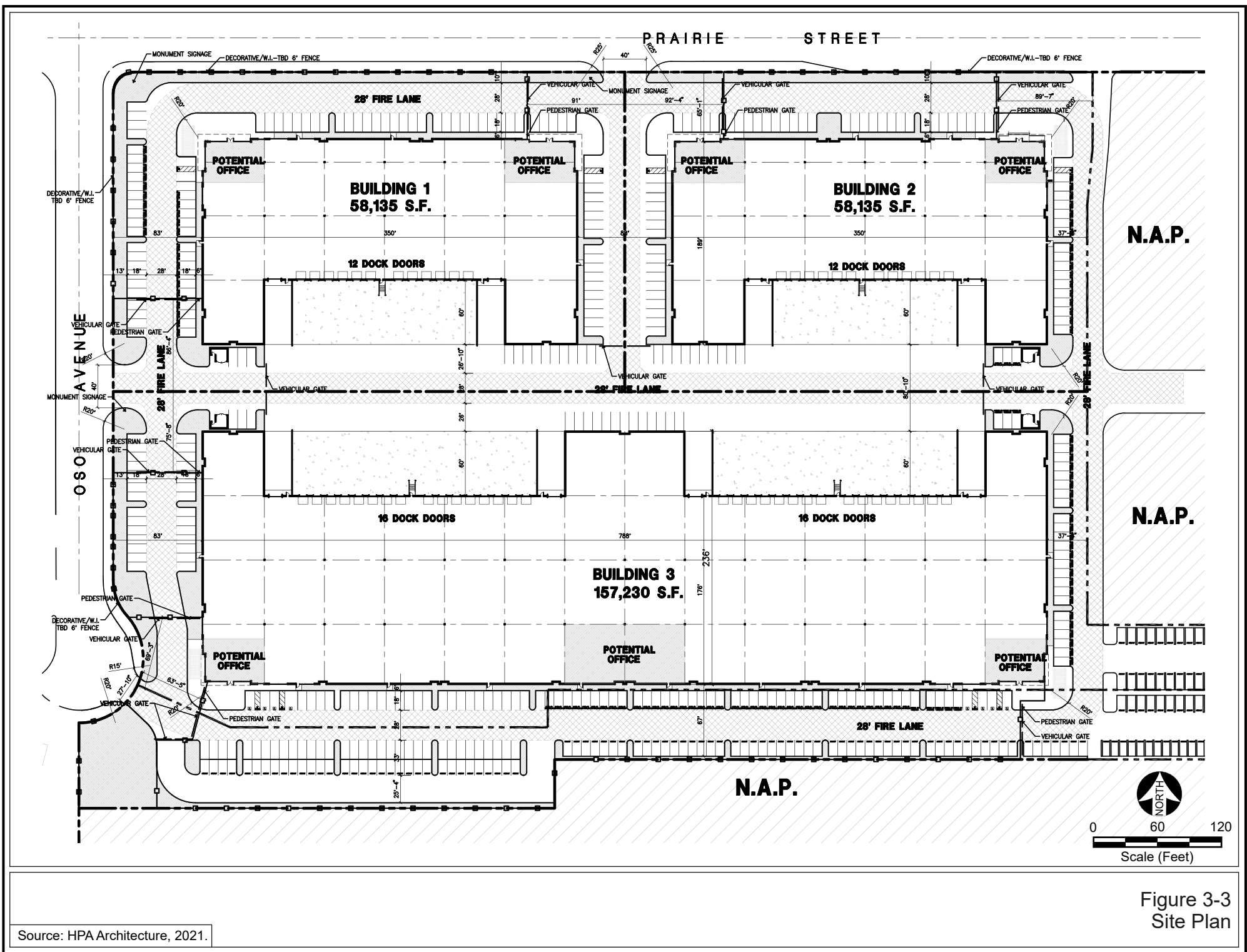
- Option A: The three buildings would contain a combined 243,500 square feet of light industrial floor area, including potential studio production uses. Buildings 1 and 2 would each contain an additional 7,500 square feet of ancillary office space in support of their main uses. Building 3 would contain an additional 15,000 square feet of ancillary office space in support of its main use, for a total of 273,500 square feet.
- Option B: The three buildings would contain a combined 243,500 square feet of manufacturing floor area. Buildings 1 and 2 would each contain an additional 7,500 square feet of ancillary office space in support of their main uses. Building 3 would contain an additional 15,000 square feet of ancillary office space in support of its main use, for a total of 273,500 square feet.
- Option C: The three buildings would contain a combined 243,500 square feet of warehouse floor area. Buildings 1 and 2 would each contain an additional 7,500 square feet of ancillary office space in support of their main uses. Building 3 would contain an additional 15,000 square feet of ancillary office space in support of its main use, for a total

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<sup>4</sup> While the Project Site is in the M2-1 zone, there is a [Q]-Qualified Condition (Ordinance No. 145,616) that limits development of the property to those uses permitted in the MR2-1 zone or for drive-in outdoor motion picture theatre purposes. The Project would be constructed and made available for lease by uses as permitted in the MR2 zone.



of 273,500 square feet. The analysis contained in this IS/MND assumes up to 25,000 square feet of refrigerated warehouse space as part of Option C.



### 3.3.1 Building Design

Each building would be a modern concrete tilt-up industrial building that can accommodate green-tech, clean-tech and incubator space production to attract technologically modernized industries, as promoted by the Council District (CD-12) Office (INNOV818). Buildings 1 and 2 would be oriented with their front elevations facing north (toward Prairie Street) and Building 3 would be oriented with its front elevation facing south.

### 3.3.2 Floor Area Ratio

The Project Site is in Height District 1 that permits a Floor Area Ratio (FAR) of 1.5:1 and would allow up to 954,297 square feet of floor area (636,198 x 1.5). The Project has a maximum floor area of 273,500 square feet which is equivalent to a 0.43:1 FAR, significantly lower than the maximum permitted FAR.

### 3.3.3 Vehicle Access and Loading Areas

Truck access would be provided from Prairie Street, Oso Avenue, and the southerly driveway on Winnetka Avenue. Each of the proposed buildings is designed to include truck ramps/loading bay doors to accommodate semi-tractor/trailer rigs. Loading areas are oriented to the interior of the Project Site and located along the driveway aisle separating Buildings 1 and 2 from Building 3 (the truck-loading court). The truck-loading court allows for maneuvering into the loading ramp area and to egress the property via the Oso Avenue/Prairie Street driveways and the southerly Winnetka Avenue driveway.

There are five points of entry/exit to the truck-loading court within the premises (one existing and one relocated driveway on Prairie Street, one existing driveway on Oso Avenue to remain, a new driveway opening on Oso Avenue approximately 260-feet south of Prairie Street, and the existing southerly Winnetka Avenue driveway), leading directly to the loading areas behind each building. As shown on Figure 3-4, Site Plan, all entry points adjacent to the truck-loading court have a vehicle gate to provide restricted access. Each vehicle gate is located more than 60 feet from the closest street entry and they each provide sufficient queuing distance to avoid any on-street traffic congestion by trucks entering the Project Site.

Automobile access would be available via Winnetka Avenue, Prairie Street, and Oso Avenue and vehicles may also utilize a common driveway easement (Covenant and Agreement for Community Driveway 04-0825818) located to the rear of the stand-alone restaurant buildings.

### 3.3.4 Vehicle and Bicycle Parking

Vehicle parking for employees, patrons and visitors are provided along all sides of each building, and adjacent to the fire-access driveway that extends from Oso Avenue to Winnetka Avenue. The maximum number of parking spaces provided is 543 spaces, which exceeds the minimum Code required parking (533 spaces with bicycle space reductions) for manufacturing/light industrial

including studio production, and/or warehouse uses with ancillary office, as further described below.

Pursuant to LAMC Section 12.21A.4(c), the Project Site is required to provide a minimum of one parking stall for each 500 square feet of combined floor area contained within all the office, business, commercial, research and development buildings, and manufacturing or industrial buildings; and, for warehouse space in excess of 10,000 square feet only one parking space need be provided for each 5,000 square feet of floor area in excess of the first 10,000 square feet contained in such warehouse (LAMC Section 12.21A.4(c)(1)). Therefore, in a highest-use scenario (all buildings occupied by manufacturing, light industrial, and studio production or similar uses with ancillary office space) the proposed 243,500 square feet of light industrial floor area and 30,000 square feet of ancillary office floor area requires a minimum 547 Code required parking stalls. With the provision of 58 total bicycle spaces, the required vehicle parking would be 533 spaces. The Project provides 543 vehicle parking spaces.

Alternatively, if all floor area is leased for warehouse and ancillary office use, the proposed 243,500 square feet of warehousing floor area and 30,000 square feet of ancillary office floor area requires a minimum 162 Code required parking stalls.

The overall parking plan provides Code required parking for the higher intensity use permitted, which is manufacturing and/or light industrial including studio production (movie/television/sound). However, it is possible that some tenant spaces will be leased to uses that have lower Code required parking requirements (e.g., warehouse use). Because the future uses of the buildings are not known at this time, and in order to achieve maximum level of flexibility, the Code required parking (pursuant to LAMC Section 12.21A.4) for the specific tenant shall be identified as the required parking for each respective use that occupies the building(s). As such, the site plan contained in Figure 3-4 is for reference and to demonstrate that the parking requirements for the higher intensity uses can be accommodated on the Project Site.

Pursuant to LAMC Section 12.21A.16 a combination of 27 short- and 30 long-term bicycle parking spaces are required, and 27-short-term and 31-long-term bicycle parking spaces are provided, distributed among the three proposed buildings.

### **3.3.5 Landscaping and Trees**

As discussed in greater detail in Section 4 of this IS/MND, a tree report was prepared by a certified arborist in accordance with the City's Tree Preservation Ordinance No. 186,873, and this report is included as Appendix B to this IS/MND. The tree report identified 195 private property trees, no public right-of-way trees, and no offsite trees whose canopies overhang the Project Site. Of these trees, none are protected species as defined by the City's Projected Tree Ordinance. The Project would include the preservation of 22 existing trees along the Oso Avenue and Prairie Street frontages, while the remaining trees would be removed. A preliminary landscape plan was prepared for the Project, which shows a total of 199 new trees (more trees planted than removed) to be planted in varying sizes and types. The trees are to be planted throughout the parking area,

along the Project Site's street frontage, and along the southerly property line establishing a quality design and aesthetic appearance of the Project Site.

### **3.3.6 Lighting**

Lighting attached to the exterior of the proposed buildings would consist of LED wall packs. Parking area lighting would consist of LED lights on light standards. Lighting fixtures would be located and screened as needed to avoid spread onto adjacent properties.

### **3.3.7 Fencing**

A six-foot-high decorative fence (wrought iron style or similar) is proposed as a security feature for each building. The fence securing Building 1 extends from the southwest area of the building to Oso Avenue and Prairie Street frontages and returns to the northeast area of Building 1. The fence securing Building 2 extends from the northwest area of the building to the Prairie Street frontage and returns to the northeast area of Building 2. The fence securing Building 3 extends from the southeast area of the building to the southerly property line and follows the southerly property line toward Oso Avenue and at the westerly end of the parking area returns to the southwest area of Building 3. In each case, as the fences cross parking aisles, a vehicular gate would be provided with the vehicular gate being located no closer than 60 feet from the nearest driveway entry to the street. A pedestrian gate is provided where the fence line crosses a walkway. At the discretion of building tenants, these vehicle gates would be left open during operating hours and closed during off-hours for Site and building security.

## **3.4 REQUESTED PERMITS AND APPROVALS**

In order to allow for development of the Project, the Project Applicant is requesting the following discretionary approvals from the City:

- Conditional Use Permit, for a major development project.
- Lot Line Adjustment to transfer approximately two acres from Parcel 2 to Parcel 1, reversing a previous Lot Line Adjustment (Case File No. AA-2018-3187-PMEX).

Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, haul route permits, and sign permits.

## **3.5 RELATED PROJECTS**

In this IS/MND, cumulative impact analyses are provided for each environmental issue discussed in Section 4 (Environmental Impact Analysis) and can be found in each respective subsection of Section 4. According to the Los Angeles Department of Transportation (LADOT), in a list received on June 21, 2022, there is only one related project within a half mile of the Project Site. The

application for this project was filed in 2013 and the project is the mixed-use project located at 20000 W. Prairie Street, across Winnetka Avenue from the Project Site. This related project includes the development of approximately 700 apartments ("The 24 Residences"), 244,263 square feet of office, and 13,000 square feet of retail. As described above, as of June 2022, the buildings that make up this mixed-use project have been built, landscaping is being installed, and at least some of the buildings appear to be occupied.<sup>5</sup>

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<sup>5</sup> As at least a portion of this related project's residential uses ("The 24 Residences") have been occupied, this project is included as both a sensitive receptor and a related project in the analysis contained in Section 4 of this IS/MND.

## 4 ENVIRONMENTAL IMPACT ANALYSIS

### I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In nonurbanized 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis applies to Options A, B, and C as the Project buildings and their location on the Project Site would be the same regardless of the use that occupies each building.

#### a. Have a substantial adverse effect on a scenic vista?

**Less Than Significant 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. As described in the City of Los Angeles CEQA Thresholds Guide, panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural area, which provide a geographical orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies. The Project Site is located in an urbanized portion of Los Angeles and is topographically relatively flat. Streets in the Project area

are densely populated with commercial and industrial buildings, and occasionally, residential uses. Views in the vicinity of the Project Site are largely constrained by the existing structures on the Project Site and structures on adjacent parcels, although views of mountains to the north are currently available from some vantage points. The Project would construct three buildings each up to 50 feet in building height, which is consistent with the Height District 1 zoning for the Project Site, and which would be consistent with the height of other buildings in the Project vicinity. While the Project would change the orientation of the on-site development when compared to the existing uses, views of the mountains to the north would continue to be available in the Project area. Therefore, Project impacts with respect to scenic vistas would be less than significant.

**b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** A significant impact would occur only where scenic resources within a state scenic highway would be damaged or removed by a project. The Project Site is not located within a state scenic highway.<sup>1</sup> The nearest state designated scenic highway is Topanga Canyon Boulevard (State Route 27), which is approximately 1.8 miles from the Project Site. Therefore, no impact would occur.

**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?**

**Less Than Significant Impact.** The Project Site is located within an urbanized area, and thus, the following analysis will focus on whether the Project will conflict with any applicable zoning and/or other regulations governing scenic quality. As discussed below under “Land Use,” the Project would be consistent with the General Plan land use designation and zoning for the Project Site. The Chatsworth – Porter Ranch Community Plan designates the area north of Stoney Point, east of Topanga Canyon Boulevard, and south of the 118/Simi Freeway as a scenic landmark. However, the Project would not conflict with this designation or otherwise impact this resource. The Chatsworth – Porter Ranch Community Plan does not contain any other policies with regard to scenic quality, and therefore, the Project would not conflict with any applicable zoning or other regulations governing scenic quality, and this impact would be less than significant.

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<sup>1</sup> California Department of Transportation, List of Eligible and Officially Designated State Scenic Highways, [https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/design-and-eligible-aug2019_a11y.xlsx), accessed January 28, 2022.



**d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant 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.

**Artificial Light**

An adverse impact would occur if a project created a substantial new source of artificial light that would adversely affect the surrounding area. Artificial light may be generated from individual (i.e., point) sources as well as from indirect sources of reflected light. Uses such as residences, hospitals, and hotels are considered light sensitive since they are typically occupied by persons who are subject to disturbance by bright light sources during evening hours. 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, the existing uses on the Project Site (movie theater and other commercial uses, as well as the associated surface parking lot) currently provide a moderate amount of illumination at the Project Site. The Project would remove these existing sources of illumination and would construct three buildings that would result in indoor building illumination as well as lighting for security. Any exterior building lighting would be designed to confine illumination to the Project Site and would not result in any additional illumination at any light sensitive receptor, the closest of which is approximately 500 feet east of the Project Site ("The 24 Residences"), which is across Winnetka Boulevard from the Project Site. Therefore, lighting from the Project Site would be similar to the existing uses, and the Project would not create a substantial new source of artificial light, and this impact would be less than significant.

**Glare**

An adverse impact would occur if a project created a substantial new source of glare that would adversely affect day or nighttime views in the area. 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. Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets or in surface parking lots, exterior building windows, and surfaces of brightly painted buildings. Glare currently exists at the Project Site from windows of the existing building as well as automobiles parked in the surface parking lot. The Project would remove these existing sources of glare and the proposed uses would provide a similar amount of glare as currently exists at the Project Site (from the windows of the new buildings as well as automobiles parked in the proposed surface parking). In addition, all exterior windows and glass used on Project building surfaces would be non-reflective or treated with an anti-reflective coating to minimize glare. Therefore, glare from the Project Site would be similar to the existing uses, and

the Project would not create a substantial new source of glare, and this impact would be less than significant.

### **Cumulative Impacts**

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Like the Project, this related project is subject to applicable development standards, which results in individual review of the visual character of each project, to ensure consistency with design standards and that individual projects are compatible with existing land uses. Therefore, although development of the Project in combination with the related project would result in a general intensification of land uses in an already urbanized area of the City, the Project would not combine with the related project to generate a significant cumulative impact with respect to scenic vistas, views, or visual character.

As it relates to light and glare, development of the Project in combination with the related project would result in an intensification of land uses in an already urbanized area of the City that currently maintains an elevated level of ambient light and glare. As such, the Project and the related project would contribute to ambient light levels within the surrounding area. However, this is a heavily urbanized area and the presence of additional nighttime illumination resulting from the Project and the related project would not represent a substantial alteration to the existing nighttime visual environment. For these reasons, cumulative aesthetics impacts would be less than significant.

## II. AGRICULTURE AND FORESTRY 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 Department 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.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis applies to Options A, B, and C as impacts with respect to agricultural and forestry resources are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building.

**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?**

**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 [Q]M2-1 and P-1 and the General Plan land use designation for the Site is Light Manufacturing. The Site is developed with one large commercial building containing a movie theater and two ancillary retail uses, and an associated parking lot. The Site is designated Urban and Built-up Land and is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.<sup>2</sup> Therefore, no impact would occur.

**b. 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 agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.<sup>3</sup> The Project Site is zoned [Q]M2-1 and P-1 and no Williamson Act contract applies to the Project Site. Therefore, no impact would occur.

**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))?**

**No Impact.** A significant impact may occur if a project were to cause the rezoning of forest land or timberland. The Project Site is currently zoned [Q]M2-1 and P-1 and is not zoned for forest land or timberland. Therefore, no impact would occur.

**d. Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** A significant impact may occur if a project were to result in the loss of forest land or the conversion of forest land to a non-forest use. The Project Site is currently zoned [Q]M2-1 and P-1, and is currently developed with one large commercial building containing a movie theater and two ancillary retail uses, and an associated parking lot. The Project Site is not used as forest

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<sup>2</sup> 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>, January 27, 2022.

<sup>3</sup> State of California Department of Conservation, Williamson Act Program, website: <http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx>, accessed January 27, 2022.

land, and therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

**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?**

**No Impact.** A significant impact may occur if a project results 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 and the Project Site is currently developed with one large commercial building containing a movie theater and two ancillary retail uses, and an associated surface parking lot. The Project Site does not contain any agricultural or forest land. As such, the Project would not result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use, and no impact would occur.

**Cumulative Impacts**

As described above, the Project would not result in any impacts related to agricultural and forestry resources, and the Project area is developed with urban land uses. The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Therefore, no cumulative impacts would occur with respect to agricultural and forestry resources.

### III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis in this section is based on the following, which is included in Appendix A of this IS/MND:

- Air Quality and Greenhouse Gas Emissions Technical Modeling, Noah Tanski Environmental Consulting (NTEC), June 2022.

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational air quality impacts, there is the potential that different uses could result in different impacts. Therefore, the analysis provided below examines the potential operational air quality impacts of Options A, B, and C.

#### 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 occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing 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 California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health and the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), PM<sub>2.5</sub> (particulate matter, 2.5 microns), PM<sub>10</sub> (particulate matter, 10 microns), sulfur dioxide (SO<sub>2</sub>), and lead (Pb).

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. The federal standards are shown in Table III-1. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and lead.

**Table III-1  
State and Federal Ambient Air Quality Standards and Attainment for L.A. County**

Pollutant	Averaging Period	California		Federal	
		Standard	Attainment Status	Standard	Attainment Status
Ozone – O <sub>3</sub>	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	Non-attainment	-	-
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment
Respirable Particulate Matter – PM <sub>10</sub>	24-hour	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Attainment
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment	-	-
Fine Particulate Matter – PM <sub>2.5</sub>	24-hour	-	-	35 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide – CO	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Attainment
	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Attainment
Nitrogen Dioxide – NO <sub>2</sub>	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	Attainment	100 ppb (188 µg/m <sup>3</sup> )	Attainment
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Attainment
Sulfur Dioxide – SO <sub>2</sub>	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	-	-
Lead – Pb	30-day average	1.5 µg/m <sup>3</sup>	Attainment	-	-
	Calendar Quarter	-	-	0.15 µg/m <sup>3</sup>	Non-attainment
Source: Maps of State and Federal Area Designations, <a href="https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations">https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations</a> . Accessed January 11, 2022.					



## **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 CCAA. 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. 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 achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CAAQS define clean air: they represent the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment.

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 O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The State standards and attainment/non-attainment are also shown in Table III-1, above.

### *California Air Toxics Program*

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

### *Air Quality and Land Use Handbook*

Released by CARB in 2005, the *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in

proximity to existing sensitive land uses.<sup>4</sup> The recommendations are advisory and should not necessarily be interpreted as defined “buffer zones”; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

## ***Regional***

### ***South Coast Air Quality Management District***

The Project is located within the 6,745-square-mile South Coast Air Basin (Basin). The 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. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. 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 air discharge that results in a plume that is as dark as or darker than what is designed 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 mandates that 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.

### ***2016 Air Quality Management Plan***

The 2016 Air Quality Management Plan (2016 AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments’ (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

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<sup>4</sup> CARB, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005.

## *Southern California Association of Governments*

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. 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, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, along with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The 2020-2045 RTP/SCS (Connect SoCal), SCAG's latest long-range plan, continues to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. In short, the 2020-2045 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040.<sup>5</sup> HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

### ***Local***

#### *City of Los Angeles General Plan Air Quality Element*

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

**Goal 1:** Good air quality in an environment of continued population growth and healthy economic structure.

**Goal 2:** Less reliance on single-occupant vehicles with fewer commute and non-work trips.

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<sup>5</sup> SCAG, Final 2016-2040 RTP/SCS, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

- Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
- Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

## **Pollutants and Effects**

### ***State and Federal Criteria Pollutants***

Air quality is measured by the ambient air concentrations of seven pollutants that have been identified by the USEPA due to their potentially harmful effects on public health and the environment. These “criteria air pollutants” include carbon monoxide, ground-level ozone, nitrogen dioxide, sulfur dioxide, particulate matter ten microns or less in diameter, particulate matter 2.5 microns or less in diameter, and lead. The following descriptions of each criteria air pollutant and their health effects are based on information provided by the USEPA and the SCAQMD.<sup>6,7</sup>

#### ***Carbon Monoxide – CO***

CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated concentrations of CO reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to occur outdoors.

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<sup>6</sup> USEPA, Criteria Air Pollutants, [www.epa.gov/criteria-air-pollutants](http://www.epa.gov/criteria-air-pollutants).

<sup>7</sup> SCAQMD, Final 2012 Air Quality Management Plan, February 2013.

### *Ozone – O<sub>3</sub>*

O<sub>3</sub> is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO<sub>x</sub> emissions is automobile exhaust. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperatures are favorable to its formation. Elevated levels of O<sub>3</sub> irritate the lungs and airways and may cause throat and chest pain, as well as coughing, 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 the scarring of lung tissue and reduced lung efficiency.

### *Nitrogen Dioxide – NO<sub>2</sub>*

NO<sub>2</sub> is primarily a byproduct of fossil fuel combustion and is therefore emitted by automobiles, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel combustion is nitric oxide (NO), which reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO<sub>2</sub> may even contribute to the development of asthma. The principal concern of NO<sub>x</sub> is as a precursor to the formation of ozone.

### *Sulfur Dioxide – SO<sub>2</sub>*

Sulfur oxides (SO<sub>x</sub>) are compounds of sulfur and oxygen molecules. SO<sub>2</sub> is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO<sub>2</sub> may aggravate lung diseases, especially bronchitis. It also constricts breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO<sub>2</sub> may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO<sub>2</sub>, and long-term exposure to both pollutants leads to higher rates of respiratory illnesses.

### *Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>)*

The human body naturally prevents the entry of larger particles into itself. However, smaller particles less than 10 microns (PM<sub>10</sub>) or even less than 2.5 microns (PM<sub>2.5</sub>) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM<sub>10</sub> and PM<sub>2.5</sub> include children, the elderly, and those with chronic lung and/or heart disease.

## *Lead – Pb*

Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

## ***Toxic Air Contaminants***

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. CARB and 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.<sup>8</sup>

One key TAC is diesel particulate matter (diesel PM), which is emitted in diesel engine exhaust. Released in 2021 by the SCAQMD, the Multiple Air Toxics Exposure Study V (MATES V) determined that about 88 percent of the carcinogenic risk from air toxics in the Basin is attributable to mobile source emissions. Of the three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle traffic – diesel PM from primarily trucks, and benzene and 1,3-butadiene from passenger vehicles – diesel PM is responsible for the greatest potential cancer risk from vehicle traffic.<sup>9</sup> Overall, diesel PM was found to account for, on average, about 50 percent of the air toxics risk in the Basin.<sup>10</sup> In addition to its carcinogenic potential, diesel PM also may contribute to increased respiratory and cardiovascular hospitalizations, worsened asthma and other respiratory symptoms, decreased lung function in children, and premature death for people already with heart or lung disease. Those most vulnerable to the non-cancer health effects of diesel PM are children whose lungs are still developing and the elderly who may have other chronic health problems.<sup>11</sup>

## ***Volatile Organic Compounds***

Volatile organic compounds (VOCs) are typically formed from the combustion of fuels and/or released through the evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants, though there are no VOC-specific ambient air quality standards. Once

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CARB, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm), last reviewed by CARB July 18, 2011.

<sup>9</sup> CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.

<sup>10</sup> SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES V), 2021.

<sup>11</sup> CARB, Overview: Diesel Exhaust & Health, [ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health](http://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health).

emitted, VOCs can mix in the air with other pollutants (e.g. NO<sub>x</sub>, CO, SO<sub>2</sub>...) and contribute to the formation of photochemical smog.

### **Existing Conditions**

As discussed earlier, the Project is located within the 6,745-square-mile South Coast Air Basin that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry. These sources in addition to the topography and climate of Southern California combine to make the Basin an area of high air pollution potential. Particularly, ambient pollution concentrations recorded in the Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. The USEPA has classified Los Angeles County as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and lead, meaning that the Basin does not meet NAAQS for these pollutants. Additionally, this portion of the Basin also does not meet CAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table III-1, above, summarizes State and National Ambient Air Quality Standards and the attainment status for Los Angeles County with respect to each criteria pollutant.

### ***Air Quality Monitoring Data***

The SCAQMD monitors air quality conditions at 38 source receptor areas ("SRAs") throughout the Basin. The Project is located in SCAQMD's SRA No. 6, "West San Fernando Valley." Table III-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in SRA No. 6 from 2018 through 2020. As shown, the one-hour State standard for O<sub>3</sub> was exceeded 29 times during this three-year period, and the federal standard was exceeded 104 times. CO, NO<sub>2</sub>, and PM<sub>2.5</sub> levels did not exceed their respective CAAQS or NAAQS during this period. Data for PM<sub>10</sub>, SO<sub>2</sub>, and lead is not available for the most recent years.

**Table III-2  
Ambient Air Quality Data – SRA No. 6 “West San Fernando Valley”**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of State/Federal Standards Exceedance		
	2018	2019	2020
<b>Ozone – O<sub>3</sub></b>			
Maximum 1-hour Concentration (ppm)	0.120	0.101	0.142
Days > 0.09 ppm (State 1-hour standard)	14	1	14
Days > 0.070 ppm (Federal 8-hour standard)	49	6	49
<b>Carbon Monoxide – CO</b>			
Maximum 1-hour Concentration (ppm)	3.4	2.6	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	2.1	2.2	1.7
Days > 9.0 ppm (State 8-hour standard)	0	0	0
<b>Nitrogen Dioxide – NO<sub>2</sub></b>			
Maximum 1-hour Concentration (ppb)	0.0572	0.0438	0.0572
Days > 0.18 ppm (State 1-hour standard)	0	0	0
<b>PM<sub>10</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Days > 50 µg/m <sup>3</sup> (State 24-hour standard)	N/A	N/A	N/A
<b>PM<sub>2.5</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	31.00	30.00	27.60
Days > 35 µg/m <sup>3</sup> (Federal 24-hour standard)	0	0	0
<b>Sulfur Dioxide – SO<sub>2</sub></b>			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
<b>Lead - Pb</b>			
Maximum Monthly Average Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Maximum 3-Month Rolling Averages (µg/m <sup>3</sup> )	N/A	N/A	N/A
N/A = data not available ppm = parts per million of air, by volume µg/m <sup>3</sup> = micrograms per cubic meter Source: SCAQMD Historical Data By Year, <a href="http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year">www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year</a> . Accessed December 2, 2021.			

### **Existing Health Risk**

The Multiple Air Toxics Exposure Study V (MATES V) is the latest air toxics monitoring and evaluation study conducted in the Air Basin. In short, MATES V is a modeling effort to characterize risk from air toxics across the Air Basin. Based on the MATES V model, the calculated cancer risk from air toxics in the Project’s zip code (91311) is approximately 310 in one million, which is



lower than the Air Basin's average risk of 454 per one million. The air toxics risk in the Project's zip code is less than it is for 84.0% of the population with the air basin.<sup>12</sup>

The OEHHA, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that identifies which California communities are disproportionately burdened by, and vulnerable to, multiple sources of pollution. The tool ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. According to the Draft CalEnviroScreen 4.0, the Project's census tract is ranked 61<sup>st</sup> percentile. The tract's pollution-specific burden, irrespective of other factors, is ranked 88<sup>th</sup> percentile, indicating that its pollution burden is above average for the State.<sup>13</sup>

### ***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. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. For the purposes of CEQA analyses, the South Coast Air Quality Management District (SCAQMD) considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. The SCAQMD does not consider commercial and industrial facilities to be sensitive receptors because employees do not typically remain onsite at such facilities for 24 hours, but are present for shorter periods (such as eight hour shifts). However, the SCAQMD suggests that localized significance thresholds (LSTs) based on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, may also be applied to receptors such as commercial and industrial facilities since it is reasonable to assume that workers at these sites may be present for up to eight hours.<sup>14</sup>

The Project Site is in a neighborhood that consists of mainly commercial and industrial land uses. As a result, there is only one sensitive receptor in the vicinity of the Project Site: "The 24," which is a multi-family residential complex located at 9254 Winnetka Avenue ("The 24 Residences"). This sensitive receptor is located as near as approximately 500 feet east of the Project Site, across Winnetka Avenue. Other nearby receptors where workers or other users may be present

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<sup>12</sup> SCAQMD, Multiple Air Toxics Exposure Study V, MATES Data Visualization Tool, [https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data\\_id=dataSource\\_105-a5ba9580e3aa43508a793fac819a5a4d%3A207&views=view\\_1](https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A207&views=view_1). Accessed December 2, 2021.

<sup>13</sup> Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0. [https://experience.arcgis.com/experience/4af93cf9888a424481d2868391af2d82/page/home/?data\\_id=dataSource\\_2-1754d6afdb4-layer-9%3A4973](https://experience.arcgis.com/experience/4af93cf9888a424481d2868391af2d82/page/home/?data_id=dataSource_2-1754d6afdb4-layer-9%3A4973). Accessed December 2, 2021.

<sup>14</sup> SCAQMD, Final Localized Significance Threshold Methodology, June 2003. Revised July 2008.

for one to eight or more hours include a multitude of commercial, industrial, and other land uses surrounding the Project Site. The nearest such land uses to the Project include warehouse and commercial uses located along Oso Avenue and Prairie Street, approximately 85 feet to the west and north, respectively. Receptors that are farther from the Project Site than the previously identified receptors would experience lesser impacts.

### **Existing Project Site Emissions**

The Project Site is currently improved with a 3,666-seat movie theater, a 3,415 square-foot fitness studio/gym, and a 3,464 square-foot frozen yogurt restaurant. The rest of the Project Site consists of surface parking area in support of these three uses. Neither the movie theater nor the frozen yogurt restaurant is currently operational. Table III-3 provides an estimate of daily pollutant emissions associated with these three uses, inclusive of related vehicle trips and mobile source emissions. The estimated figures are provided for informational purposes only and have not been factored into any subsequent analyses. Emissions associated with the sole operating use, the fitness studio/gym, are likely minimal.

**Table III-3  
Project Site – Estimated Daily Operations Emissions from Previous and Existing Uses**

Emissions Source	Emissions in lbs per day <sup>A</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	3.2	<0.1	0.4	<0.1	<0.1	<0.1
Energy	0.1	0.8	0.7	<0.1	0.1	0.1
Mobile Sources	29.2	30.2	255.1	0.5	46.8	12.8
<b>Net Regional Total</b>	<b>32.5</b>	<b>31.1</b>	<b>256.2</b>	<b>0.5</b>	<b>46.9</b>	<b>12.9</b>
<sup>A</sup> Some figures may not add up properly due to rounding. Source: NTEC, 2021. Based on CalEEMod 2020.4.0 model runs, included in Appendix A of this IS/MND.						

#### **a. Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less Than Significant Impact.** The following analysis assesses the Project's consistency with the SCAQMD 2016 AQMP and SCAG's latest 2020-2045 RTP/SCS. The 2016 AQMP's projections for achieving state and federal air quality goals are based on population, housing, and employment trend assumptions in the previous 2016-2040 RTP/SCS, which are themselves largely based on growth forecasts from local governments like the City of Los Angeles; therefore a project is consistent with the 2016 AQMP, in part, if it is consistent with the population, housing, and employment assumptions and smart growth policies that were used in the formation of the AQMP.

The Project's development would not exceed the growth assumptions of the 2016-2040 RTP/SCS (or the latest 2020-2045 RTP/SCS, for that matter). The Project Site is zoned [Q]M2-1 and P1-1,

which would permit the Project's Option A, B, or C. As such, RTP/SCS assumptions about population and employment growth in the City accommodate the Project on this Site.

Development of the Project would also be consistent with land use patterns and smart growth policies to increase employment density within High Quality Transit Areas (HQTAs). The Project Site is currently improved with a commercial building and large surface parking area, and two of the Project Site's three existing tenant spaces are currently non-operational. Therefore, the existing uses are not fully leveraging the Site's location within a HQTA. Development of the Project would increase employment at the Site and would provide the opportunity for employees and other Project users to utilize nearby high quality transit options, which would reduce vehicle trips and vehicle miles traveled (VMT).

Further, the latest RTP/SCS also identifies "Job Centers," which represent areas with significantly higher employment density than surrounding areas. The RTP/SCS seeks to prioritize employment growth in existing Job Centers to leverage existing density and infrastructure. The Project Site is located in or near the Valley Job Center, which the RTP/SCS identifies as being generally north of Roscoe Boulevard and east of Topanga Canyon Boulevard. Therefore, development of the Project would also be consistent with the RTP/SCS' strategies concerning Job Centers.

### **City of Los Angeles Policies**

In addition to the 2016 AQMP and 2020-2045 RTP/SCS, the City of Los Angeles General Plan Air Quality Element also identifies policies and strategies for advancing the City's clean air goals. As shown below in Table III-4, the Project would be consistent with the applicable policies of the Air Quality Element.

**Table III-4  
Project Consistency with City of Los Angeles General Plan Air Quality Element**

<b>Strategy</b>	<b>Project Consistency</b>
<b>Policy 1.3.1</b> – Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules.
<b>Policy 1.3.2</b> – Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Consistent.</b> The Project would not include the development of any unpaved roads or parking lots.
<b>Policy 2.1.1</b> – 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.	<b>Consistent.</b> Future employers could implement these transportation demand management strategies that help reduce traffic congestion, VMT, and subsequently air pollution. The Project's proximity to high quality transit options and its inclusion of 58 (27 short-term and 31 long-term) bicycle parking spaces would encourage the reduction of vehicle trips and VMT. Concerning traffic congestion, each of the Project's potential development options is estimated to result in a reduction of vehicle trips as compared to the Site's existing and prior uses. <sup>15</sup> As a result, the Project would not contribute to additional traffic congestion in the area.
<b>Policy 2.1.2</b> – Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors in order to reduce work trips.	<b>Consistent.</b> Future employers could implement these telecommunications strategies that help reduce traffic congestion, VMT, and subsequently air pollution.
<b>Policy 2.2.1</b> – Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans, and ridesharing subsidies.	<b>Consistent.</b> Future employers could implement these strategies that help reduce traffic congestion, VMT, and subsequently air pollution.
<b>Policy 2.2.2</b> – Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> Future employers could implement parking management programs that reduce employee vehicle travel.
<b>Policy 2.2.3</b> – Minimize the use of single-occupant vehicles associated with special events or in areas and in times of high levels of pedestrian activities.	<b>Not Applicable.</b> The Project would not include any facilities for the types of special events referenced by this policy.
<b>Policy 3.2.1</b> – Manage traffic congestion during peak hours.	<b>Consistent.</b> As noted, each of the Project's potential development options would result in a reduction of vehicles trips as compared to the site's existing and prior uses.
<b>Policy 4.1.1</b> – Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent.</b> The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the management of land use, air quality, and transportation policies.
<b>Policy 4.1.2</b> – Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent.</b> The Project would be entitled and environmentally cleared at the local level.

<sup>15</sup> Linscott, Law & Greenspan Engineers. Winnetka Industrial Project – Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment, December 2021, included in Appendix F of this IS/MND.

<b>Policy 4.2.3</b> – Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent.</b> The Project would include 58 bicycle parking spaces. Additionally: <ul style="list-style-type: none"> <li>• The Project would conform to all design element requirements of the City's Complete Streets Design Guide so that Project features do not hinder sight distance, mobility, or accessibility.</li> <li>• Winnetka Avenue is designated a "Neighborhood Enhanced Network" by the City's Mobility Plan 2035.</li> <li>• Winnetka Avenue also contains Class II bicycle lanes.</li> <li>• As noted earlier, the Project is located in a HQTAs.</li> <li>• The Project would include electric vehicle (EV) charging stalls as required by Code.</li> </ul>
<b>Policy 4.2.4</b> – Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent.</b> The Project's air quality impacts are analyzed in this document, and as provided herein, all Project impacts with respect to air quality would be less than significant.
<b>Policy 4.2.5</b> – Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent.</b> For the reasons discussed above and elsewhere in this IS/MND, the Project would be consistent with this policy.
<b>Policy 5.3.1</b> – Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City's Green Building Code.
Source: NTEC, 2022.	

## Conclusion

To summarize the analysis in response to Threshold (a): (1) Project-related growth would be consistent with 2016 AQMP projections that are themselves based on 2016-2040 RTP/SCS projections; (2) the Project would be consistent with the latest regional land use planning strategies to reduce VMT and associated air emissions; (3) to be discussed below, air emissions associated with the Project's construction and operations would neither exceed nor contribute to any exceedance of ambient air quality standards and thresholds, nor would they interfere with the AQMP's attainment of air quality standards or interim emissions reductions. As a result, the Project would not conflict with or obstruct the implementation of any applicable air quality plans, and its impact with respect to Threshold (a) would be less than significant.

**b. Would the project 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less Than Significant Impact.** The Project would contribute to local and regional air pollutant emissions during its construction (short-term) and operations (long-term). However, as discussed

in the following analysis, construction and operations of the Project would not result in exceedances of SCAQMD daily thresholds for project-specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the Basin is designated as non-attainment.

## Construction

Construction of the Project is anticipated to last approximately one year. Construction scheduling, equipment, and tasks would be similar regardless of what type of use would ultimately occupy the Project (including manufacturing, light industrial, movie/TV/sound studio production, warehousing, or other uses permitted in the MR2 zone) because the same buildings with the same square footages would be constructed under any of these scenarios.

Prior to construction, the Project Site's existing building, parking lot, and other improvements would be demolished and removed. After this, construction would begin in a staggered fashion. First, the Building 3 site and pad would be graded. Once this is complete, construction of Building 3 would start, and grading would shift to the Building 2 site and pad. Once the Building 2 site and pad have been graded, construction of Building 2 would start and grading would shift to the Building 1 site and pad. Once the Building 1 site and pad have been graded, construction of Building 1 would start, and all three buildings would then be simultaneously under construction until the Project is complete. As such, there is no point at which grading of the entire 14.61-acre Project Site – i.e., for each building – would occur simultaneously. Rather, grading of the Project Site would take place sequentially on a building-by-building basis. However, it is possible that grading and other construction phases for Buildings 1, 2, and 3 may overlap in a variety of scenarios. For example, paving for Building 1 may overlap with building construction of Building 2 and architectural coatings of Building 3. Or, building construction of Buildings 2 and 3 may overlap with grading for Building 1. Table III-5, below, summarizes the estimated construction schedule that was used to model the Project's air quality impacts.

**Table III-5  
Estimated Construction Schedule**

Estimated Construction Schedule		
Building 1	Building 2	Building 3
Demolition – ~2.5 months	Demolition – ~2.5 months	Demolition – ~2.5 months
-	-	Grading – 2 weeks
-	Grading – 2 weeks	Building Construction/Paving/ Architectural Coatings  9 months
Grading – 2 weeks	Building Construction/Paving/ Architectural Coatings  8 months	
Building Construction/Paving/ Architectural Coatings  7 months		
CAJA Environmental Services, 2021.		

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod 2020.4.0 model, are shown in Table III-6, below. Because the SCAQMD's regional and localized significance thresholds (LSTs) for construction emissions are representative of maximum daily emissions that would not be expected to cause or contribute to an exceedance of the most stringent NAAQS or CAAQS for pollutants, the objective of the Project's CalEEMod analysis is to determine whether the Project's maximum one-day construction emissions would have the potential to exceed these thresholds. As such, the Project's CalEEMod analysis relies on conservative construction assumptions and generalized equipment scenarios that likely overestimate maximum daily construction emissions in an effort to conclusively rule out the possibility that threshold exceedances could occur. Construction is a dynamic process and day-to-day emissions can vary widely – even within the same construction phase or sub-phase. This analytical approach therefore minimizes the potential for inadvertently underestimating daily construction emissions, which are the basis of SCAQMD's air pollutant thresholds. The likelihood that the maximum daily construction emissions estimated by this analysis would occur on a given construction workday is low; the likelihood that they would occur every day for the duration of a construction phase is zero.

The modeling also accounts for SCAQMD Rule 403 for fugitive dust. SCAQMD Rule 403 contains general requirements applicable to all fugitive dust sources, including the Project's construction, that involve minimizing visible emissions and reducing trackout from site driveways. SCAQMD Rule 403(d)(2) requires all sources to implement "best available control measures" ("BACMs") for fugitive dust. The BACMs, which are included in Table 1 of the regulation, require sources to adopt measures such as pre-watering soils prior to cut and fill activities, stabilizing soils during and after cut and fill activities, and stabilizing disturbed soils with water or other stabilizing agents to prevent the generation of visible dust plumes. Thus, the Project's soil stabilization and trackout reduction procedures would not be required, conducted, or enforced pursuant to any CEQA mitigation: these procedures would be mandatory as a matter of SCAQMD Rule 403 compliance.

The estimated emissions also take into account the potential for overlapping phases of Building 1, 2, and 3 construction. In other words, the potential for these various overlap phases to result in exceedances of SCAQMD thresholds has been fully analyzed. Reasonable yet conservative inferences were made, based on the construction schedule, in considering which construction phases may overlap.<sup>16</sup> A selection of "high-impact" scenarios has been disclosed. Regional thresholds and LSTs for each air pollutant are also shown for comparison. As shown, the Project's unmitigated regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Local emissions also would not exceed SCAQMD LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. As a result, the Project's construction-related emissions impacts on regional and localized air quality would be less than significant.

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<sup>16</sup> For example, it is not possible that architectural coatings for Building 3 would overlap with grading for Building 2 because when grading for Building 2 occurs, Building 3 would only be two weeks removed from its own grading phase, and any construction for Building 3 would therefore be in its earliest stages.

**Table III-6  
All Options – Maximum Regional and Localized Daily Construction Emissions  
(Unmitigated)**

	Emissions in lbs per day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Regional Emissions</b>						
Demolition (Buildings 1, 2, and 3 sites)	2.4	36.4	23.2	0.1	9.6	2.4
Building 1 Grading, Building 2 Construction, Building 3 Construction	6.1	55.4	58.0	0.1	3.7	2.6
Building 1 Construction, Paving, and Arc. Coatings; Building 2 Construction, Paving, and Arc. Coatings; Building 3 Construction, Paving, and Arc. Coatings	43.9	68.7	88.4	0.2	4.6	3.5
Maximum Regional Emissions	43.9	68.7	88.4	0.2	9.6	3.5
Regional Daily Threshold	75	100	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Localized Emissions</b>						
Demolition (Buildings 1, 2, and 3 sites)	1.9	20.7	18.8	<0.1	8.8	2.0
Building 1 Grading, Building 2 Construction, Building 3 Construction	5.2	51.0	47.9	0.1	2.7	2.2
Building 1 Construction, Paving, and Arc. Coatings; Building 2 Construction, Paving, and Arc. Coatings; Building 3 Construction, Paving, and Arc. Coatings	41.5	56.6	65.6	0.1	2.8	2.7
Maximum Localized Emissions	41.5	56.6	65.6	0.1	8.8	2.7
Localized Significance Threshold	-	103	426	-	44	13
<b>Exceed Threshold?</b>	<b>-</b>	<b>No</b>	<b>No</b>	<b>-</b>	<b>No</b>	<b>No</b>
Localized significance thresholds assumed the following: <ul style="list-style-type: none"> <li>• 1-acre maximum daily disturbed acreage, consistent with the Project's maximum grading activities, which would be up to approximately 1 acre per day. This is the smallest project size used for analysis in the LST guidance document and is consistent with the SCAQMD's "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" document. Utilizing a 1-acre project size for construction results in the most stringent emissions thresholds.</li> <li>• 25-meter (82-foot) receptor distance for NO<sub>x</sub> and CO, which corresponds with distances to the nearest receptors where workers and other users may be present for one to eight hours. This is the shortest distance used for analysis in the LST guidance document.</li> <li>• For PM<sub>10</sub> and PM<sub>2.5</sub> a receptor distance of 500 feet (approximately 152 meters) was utilized, which corresponds with the distance to the nearest residential sensitive receptor where occupants may be present for 24-hour periods (The 24 Residences). LSTs for this distance were linearly interpolated per SCAQMD guidance.</li> <li>• The Project is located in SRA No. 6, "West San Fernando Valley."</li> </ul>						
Source: NTEC, 2022.						



## Operation

Emissions associated with the Project's operations were also calculated using CalEEMod 2020.4.0. Table III-7 shows the estimated maximum daily operations emissions for Option A, which as discussed in Section 3 (Project Description), is the light industrial use option for studio/production uses. Table III-8 shows the estimated maximum daily operations emissions for Options B and C, which are the manufacturing use and warehouse use options, respectively. Option C includes up to 25,000 square feet of refrigerated warehouse space. The operations emissions of Options B and C have been primarily modeled by utilizing a generalized "Industrial Park" land use type, which is characterized by a diversified mix of manufacturing, service, and warehouse facilities. This approach was taken for two reasons: First, the "Industrial Park" land use type best reflects the likelihood that the Project would ultimately consist of a mix of light industrial, manufacturing, and warehouse uses. Second, CalEEMod estimates that this land use type has similar or greater energy use and mobile trip type requirements than "Manufacturing" or "Unrefrigerated Warehouse" land use types, so utilizing the "Industrial Park" land use type generally results in similar or greater emissions projections than the other land use types. The trip rate used to model the operations emissions of Options B and C was set to reflect the daily vehicle trips that would be associated with Option B, which would be greater than trips associated with Option C. As shown below in Table III-7 and Table III-8, development of the Project would not introduce any new major sources of air pollution; maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, nor would they exceed SCAQMD LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. As a result, the Project's operational emissions impacts on regional and localized air quality would be less than significant.

**Table III-7**  
**Option A – Maximum Regional and Localized Operational Emissions (Unmitigated)**

Emissions Source	Emissions in lbs per day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	5.9	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	0.1	0.8	0.6	<0.1	0.1	0.1
Mobile Sources	6.9	7.9	79.6	0.2	18.6	5.0
Project Regional Emissions <sup>A</sup>	12.9	8.7	80.2	0.2	18.7	5.1
Regional Daily Thresholds	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Project Localized Emissions	5.9	<0.1	<0.1	<0.1	<0.1	<0.1
Localized Significance Thresholds	-	221	1,158	-	17	5
<b>Exceed Threshold?</b>	<b>-</b>	<b>No</b>	<b>No</b>	<b>-</b>	<b>No</b>	<b>No</b>
<sup>A</sup> Some figures may not add up properly due to rounding. Localized significance thresholds assumed the following: <ul style="list-style-type: none"> <li>• 5-acre project size, which is the largest project size used for analysis in the LST guidance document.</li> <li>• 25-meter (82-foot) receptor distance for NO<sub>x</sub> and CO, which corresponds with distances to the nearest receptors where workers and other users may be present for one to eight hours. This is the shortest distance used for analysis in the LST guidance document.</li> <li>• For PM<sub>10</sub> and PM<sub>2.5</sub> a receptor distance of 500 feet (approximately 152 meters) was utilized, which corresponds with the distance to the nearest residential sensitive receptor where occupants may be present for 24-hour periods (The 24 Residences). LSTs for this distance were linearly interpolated per SCAQMD guidance.</li> <li>• The Project is located in SRA No. 6, "West San Fernando Valley."</li> </ul> Source: NTEC, 2022.						

**Table III-8**  
**Options B and C – Maximum Regional and Localized Operational Emissions (Unmitigated)**

Emissions Source	Emissions in lbs per day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	5.9	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	0.1	0.7	0.6	<0.1	0.1	0.1
Mobile Sources	4.3	4.9	49.5	0.1	11.6	3.1
Project Regional Emissions <sup>A</sup>	10.3	5.6	50.1	0.1	11.6	3.2
Regional Daily Thresholds	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Project Localized Emissions	5.9	<0.1	<0.1	<0.1	<0.1	<0.1
Localized Significance Thresholds	-	221	1,158	-	17	5
<b>Exceed Threshold?</b>	<b>-</b>	<b>No</b>	<b>No</b>	<b>-</b>	<b>No</b>	<b>No</b>
<sup>A</sup> Some figures may not add up properly due to rounding. Localized significance thresholds assumed the following: <ul style="list-style-type: none"> <li>• 5-acre project size, which is the largest project size used for analysis in the LST guidance document.</li> </ul>						

- 25-meter (82-foot) receptor distance for NO<sub>x</sub> and CO, which corresponds with distances to the nearest receptors where workers and other users may be present for one to eight hours. This is the shortest distance used for analysis in the LST guidance document.
- For PM<sub>10</sub> and PM<sub>2.5</sub> a receptor distance of 500 feet (approximately 152 meters) was utilized, which corresponds with the distance to the nearest residential sensitive receptor where occupants may be present for 24-hour periods (The 24 Residences). LSTs for this distance were linearly interpolated per SCAQMD guidance.
- The Project is located in SRA No. 6, "West San Fernando Valley."

Source: NTEC, 2022.

## **Emissions Summary – Health Impact**

The Project's construction and operational emissions would not exceed applicable regional thresholds and LSTs. SCAQMD thresholds represent the maximum emissions that would not be expected to cause or materially contribute to an exceedance of NAAQS or CAAQS, which themselves represent the maximum concentrations of pollutants that can be present in outdoor air without any harmful effects on people or the environment. Therefore, neither the Project's construction nor operational emissions would be expected to cause or measurably contribute to adverse health impacts, and the Project's construction and operations emissions impacts on regional and localized air quality would be less than significant.

### **c. Would the project expose sensitive receptors to substantial pollutant concentrations?**

#### **Less Than Significant Impact.**

#### **Construction**

As discussed previously, the Project's construction emissions would not exceed the SCAQMD's regional significance thresholds. Construction emissions also would not exceed SCAQMD LSTs, meaning that nearby sensitive receptors generally located 25 meters or farther from the Project would not be exposed to substantial pollutant 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 pipes of diesel-powered construction vehicles and equipment. According to SCAQMD methodology, health risks from carcinogenic air toxics such as diesel PM are usually quantified in terms of individual cancer risk, which is the likelihood that a person exposed to concentrations of TACs over a 30-year period every day will contract cancer based on standard risk-assessment methodology. However, the anticipated duration of construction activities associated with the Project's implementation is only approximately one year, and daily diesel PM emissions would vary considerably day by day, and by phase. As shown earlier, the Project's maximum daily PM emissions, which include exhaust PM, would not exceed applicable regional thresholds and LSTs. And as explained previously, the maximum daily construction emissions are conservative estimates that are not likely to occur on a given construction workday, let alone every day for the entire duration of construction. Additionally, the nearest sensitive

receptor (The 24 Residences) would be located approximately 500 feet east of the Project and nearly 900 feet from the center of its construction activity. Given these considerations, TAC emissions from the Project's construction equipment are expected to result in less than significant health risk impacts.

It is worth noting that The Office of Environmental Health Hazard Assessment (OEHHA) is the agency tasked with providing guidance related to the preparation of health risk assessments (HRAs) in the State. The OEHHA's latest guidance on this issue was released in February 2015, *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* ("2015 OEHHA Guidance Manual"). The 2015 OEHHA Guidance Manual was prepared to assist local air districts in the formulation of their own rules and guidelines surrounding the preparation of HRAs. As stated in the manual's introduction: "The intent in developing this Guidance Manual is to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources." It notes that "The Hot Spots Act requires that each local Air Pollution Control District or Air Quality Management District (hereinafter referred to as District) determine which facilities will prepare an HRA," and that "Districts are to determine which facilities will prepare an HRA based on a prioritization process outlined in the law." It acknowledges that "local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation." The key word is "sometimes," and, moreover, the Project's construction would not be subject to SCAQMD permitting decisions. Therefore, the OEHHA and its guidance as contained in the 2015 OEHHA Guidance Manual have no direct relevance concerning whether or not the Project is obligated to provide a HRA. It is at the discretion of the SCAQMD, and the SCAQMD has not published any requirements, recommendations, or guidance endorsing the 2015 OEHHA Guidance Manual's use for CEQA analysis of potential construction impacts.

## **Operation**

As also discussed previously, the Project's operational emissions would not exceed SCAQMD regional significance thresholds or LSTs. Additionally, the Project does not propose typical or major sources of acutely and chronically hazardous TACs. The light industrial studio/production use under Option A would not generate substantial TAC emissions. Regarding Option B, which proposes manufacturing land uses, it is not known what future tenant(s) may occupy the Project, what the scope of their manufacturing may be, and whether their equipment may emit TACs. Any potential TAC-emitting stationary sources of future manufacturing tenants would be subject to SCAQMD rules, regulations, and permitting requirements. The Project itself, as built to Option B specifications and design, would not generate substantial TAC emissions. Option C, the warehouse option, is not anticipated to accommodate more than 70 semi-trucks per day. Also, Option C would include no more than 25,000 square feet of refrigerated warehouse space. As a result, Option C also is not expected to expose sensitive receptors to substantial diesel PM concentrations.

Though the Project would generate traffic that produces and contributes to off-site emissions, Project traffic generation would not result in exceedances of CO air quality standards at nearby roadways due to three key factors. First, CO hotspots are rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to the Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology and the increasing penetration of this technology in the vehicle fleet. CO levels in the Project area are well-below federal and state standards, as are CO levels in the Basin itself. No exceedances of CO have been recorded at nearby monitoring stations for some time, and the Basin is currently designated as a CO attainment area for both CAAQS and NAAQS. Third and lastly, all Project development options are estimated to result in a reduction of daily trip generation as compared to the Project Site's existing and prior uses, so the Project would not contribute to additional traffic congestion. Therefore, the Project's potential to expose sensitive receptors to substantial CO concentrations as a result of CO hotspots 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?**

**Less Than Significant Impact.** The Project would not result in activities that create objectionable odors and would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses. As a result, any odor impacts from the Project would be considered less than significant.

**Cumulative Impacts**

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.<sup>17</sup> Individual projects that would not generate emissions in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As shown above, the Project's emissions would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would be less than significant.

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<sup>17</sup> SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>, August 2003.

## IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis in this section is based in part on the following, which are included in Appendix B of this IS/MND:

- Tree Inventory Report, Carlberg Associates, November 8, 2021.
- Tree Location Exhibit, Carlberg Associates, November 8, 2021.

The following analysis applies to Options A, B, and C as impacts with respect to biological resources are based on specific Project Site conditions, which would be the same regardless of

the use that occupies each building. In addition, the Project buildings and their location on the Project Site would be the same regardless of the use that occupies each building.

**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 Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** A significant impact would occur if a project would 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 State or federal regulatory agencies cited above. The Project Site is located in an urbanized and developed area of the City, and is currently developed with one large commercial building containing a movie theater and two ancillary retail uses, and an associated parking lot. The Project Site does not contain any natural open spaces, act as a wildlife corridor, nor possess any areas of significant biological resource value.<sup>18</sup> No hydrological features are present on the Site and there are no sensitive habitats present. Due to the urbanized nature of the Project Site and surrounding area, the Project Site does not support habitat for candidate, sensitive, or special status species identified in local plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), or the U.S. Fish and Wildlife Service (USFWS). Therefore, no impact would occur.

**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 Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** A significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited would be adversely modified by a project. As discussed above, the Project Site and surrounding area are located in an urbanized setting. No riparian areas or other sensitive natural communities are located on the Project Site. Thus, implementation of the Project would not result in any adverse effect on riparian habitat or other sensitive natural communities, and no impact would occur.

**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?**

**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. A review of the National

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<sup>18</sup> NavigateLA, Significant Ecological Area layer: <http://navigateLA.lacity.org/navigateLA/>, accessed January 20, 2022.

Wetlands Inventory identified no wetlands or water features on the Project Site. Therefore, no impact would occur.<sup>19</sup>

**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?**

**Less Than Significant Impact.** A significant impact would occur if a project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The Project Site is currently developed with one large commercial building containing a movie theater and two ancillary retail uses, and an associated parking lot, and does not interfere substantially with the movement of any native resident or migratory birds. The Project Site is located within an urban area that is highly disturbed and does not contain any major water bodies that would contain or support habitat for native resident or migratory bird species. According to the tree report prepared for the Project Site (included as Appendix B to this IS/MND), there are 195 trees located on the Project Site. The Project would preserve 22 trees along the Oso Avenue and Prairie Street frontages, while the remaining trees would be removed. During Project construction activities, the removal of these trees would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. To the extent that vegetation removal activities must occur during the nesting season (February 1 through August 31), a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If any active nests are detected, the area would be flagged with a buffer (ranging between 50 and 300 feet, as determined by the monitoring biologist), and the area would be avoided until the nesting cycle has been completed or the monitoring biologist has determined that the nest has failed. With compliance with existing regulatory requirements, impacts to nesting and migratory birds would be less than significant.

**e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**Less Than Significant Impact.** A significant adverse impact would occur if a project were inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources are limited to the City of Los Angeles Protected Tree Ordinance, as modified by Ordinance No. 177404. The amended Protected Tree Ordinance provides guidelines for the preservation of all Oak trees indigenous to California (excluding the Scrub Oak or *Quercus dumosa*) as well as the following tree species: Southern California Black Walnut (*Juglans californica* var. *californica*); Western Sycamore (*Platanus racemosa*); and California Bay (*Umbellularia californica*).<sup>20</sup> In addition, in December 2020, Mexican Elderberry (*Sambucus Mexicana*) and Toyon (*Heteromeles arbutifolia*) were added to the class of “protected trees”

<sup>19</sup> U.S. Fish & Wildlife Service, National Wetlands Inventory: <http://www.fws.gov/wetlands/data/mapper.HTML>, accessed January 21, 2022.

<sup>20</sup> City of Los Angeles, Ordinance No. 177404, effective April 23, 2006.



(Ordinance No. 186873). According to the tree report prepared for the Project Site (included as Appendix B of this IS/MND), there are 195 trees on the Project Site, no public right-of-way trees, and no off-site trees with canopies overhanging the Project Site. Of these trees, none are protected species as defined by the City's Projected Tree Ordinance. The Project would include the preservation of 22 existing trees along the Oso Avenue and Prairie Street frontages, while the remaining trees would be removed. The existing trees that would be removed as part of Project construction would be replaced according to the Urban Forestry Division requirements. As none of the trees located on the Project Site are protected trees, a less than significant impact would occur.

**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?**

**No Impact.** A significant impact would occur if a project would be inconsistent with policies in any draft or adopted conservation plan. The Project Site is located in an urbanized area of the City, and is currently developed with one large commercial building containing a movie theater and two ancillary retail uses, and an associated parking lot. There are no identified Significant Ecological Areas (SEAs) within the vicinity of the Project Site,<sup>21</sup> and the Site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan.<sup>22</sup> Thus, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan, and no impact would occur.

**Cumulative Impacts**

The Project Site is located in a highly urban area that likely does not contain significant biological resources, such as candidate, sensitive or special status species, riparian habitat, or sensitive natural communities. Further, the Project area is not part of a wildlife corridor or SEA or subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. The only identified related project is the mixed-use project located east of the Project Site across Winnetka Avenue, and as described previously, this related project has already been developed. It is assumed that like the Project, this related project would have been required to comply with the requirements of the MBTA as well as the City's Protected Tree Ordinance and the City's requirements regarding street tree removal and replacement. Because the Project would not result in any impacts related to biological resources, the Project does not have the potential to contribute to any cumulative biological resources impacts. Therefore, cumulative impacts related to biological resources would be less than significant.

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<sup>21</sup> NavigateLA, Significant Ecological Area layer: <http://navigatea.lacity.org/navigatea/>, accessed January 20, 2022.

<sup>22</sup> City of Los Angeles General Plan Conservation Element, Exhibit B2.

## V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis applies to Options A, B, and C as impacts with respect to cultural resources are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building. In addition, the Project buildings would be the same under Options A, B, and C, and therefore, the same amount of earthwork and grading would be required for each option.

### a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

**No 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.

The existing building on the Project Site was built in 1997 and is not currently listed in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument. In addition, the existing building was not identified by SurveyLA as appearing eligible to be designated as a historic resource or otherwise requiring further historic preservation review. As such, the Project would result in no impact with respect to historic resources.

**b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?**

**Less Than Significant Impact.** State CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. The Project Site is located in an urbanized area and has been previously disturbed by past development activities, including for the existing commercial building and associated parking lot. As discussed in the Geotechnical Investigation prepared for the Project Site (included in Appendix C of this IS/MND), artificial fill soils were encountered at most of the boring locations, extending from the ground surface to depths of 2.5 to 6.5 feet.<sup>23</sup> While the Project does not include the construction of any subterranean levels, the Project would still require grading of the Project Site as well as excavation for the installation of utilities, which could have the potential to disturb existing but undiscovered archaeological resources, however unlikely due to the artificial fill soils present at the Project Site.

The City has established a standard condition of approval to address the inadvertent discovery of archaeological resources. Should archaeological resources be inadvertently encountered, this condition of approval provides for temporarily halting construction activities near the encounter so that the find can be evaluated. An archaeologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey or report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. With implementation of the City's established condition of approval to address any inadvertent discovery of archaeological resources, Project impacts would be less than significant.

**c. Disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact.** A project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. The Project Site is located in an urbanized area, and is developed with an existing commercial building and associated parking lot. As discussed above, while the Project does not include the construction of any subterranean levels, the Project would still require grading of the Project Site as well as excavation for the installation of utilities. No human remains are known to exist at the Project Site, and although unlikely due to the presence of artificial fill soils at the Project Site, there is a possibility that human remains could be encountered during excavation and grading activities. Should human remains inadvertently be encountered, the Project would

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<sup>23</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 1, included in Appendix C of this IS/MND.

comply with the City's standard condition of approval for inadvertent discovery of human remains, which states the following:

**Human Remains Inadvertent Discovery.** In the event that human skeletal remains are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5, which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance activities, the following procedures shall be followed:

Stop immediately and contact the County Coroner:  
1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- 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 as provided in Public Resources Code Section 5097.98. If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Compliance with the City's standard condition of approval described above would ensure appropriate treatment of any potential human remains discovered during Project construction activities. Therefore, the Project's impacts on human remains would be less than significant.

### **Cumulative Impacts**

As discussed above, the Project would not result in indirect or direct impacts to any significant historical resource. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to historic resources. Impacts related to archaeological resources and human remains are site-specific and are assessed on a site-by-site basis. The Project would implement standard City conditions of approval and would comply with State regulations related to the inadvertent discovery of any archaeological resources and/or human remains, if necessary. The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Therefore, the Project would not combine with this related project to

result in any cumulative impacts. For these reasons, cumulative impacts related to historical resources, archaeological resources, and human remains would not be cumulatively considerable and less than significant.

## VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational energy impacts, there is the potential that different uses could result in different impacts. Therefore, the analysis provided below examines the potential energy impacts during operation of Options A, B, and C.

### **a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less Than Significant.** This analysis relies on Appendix F of the CEQA Guidelines, which was prepared in response to the requirement in Public Resources Code Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth “[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.”

In addition, with regard to potential impacts to energy, the *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity-enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

In accordance with Appendix G and the *L.A. CEQA Thresholds Guide*, the following eight factors will be considered in determining whether this threshold of significance is met:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources;
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives;
7. The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements; and
8. Whether the project conflicts with adopted energy conservation plans.

Each of these factors is discussed in detail below, under "Project Impacts."

## **Project Impacts**

- 1) *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

## **Construction**

### ***Electricity***

The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. This electricity would be supplied to the Project Site by the Los Angeles Department of Water and Power (LADWP) and would be obtained from the existing electrical lines that connect to the Project Site. Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators would be used during construction. Moreover, construction electricity usage would replace the electricity usage associated with the existing buildings. 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.

### ***Natural Gas***

Construction activities, including the construction of new buildings, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities, and thus there would be no natural gas demand during construction of the Project.

### ***Transportation Energy***

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project construction contractors would comply with applicable 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 TACs. 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)) to reduce NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.<sup>24</sup> 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 repowering 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.

### ***Energy Conservation***

The Project would utilize construction contractors who demonstrate compliance with applicable 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

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<sup>24</sup> 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>.



particulate matter and other TACs. 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)) to reduce NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.<sup>25</sup> 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 repowering 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.

## **Operation**

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to HVAC, lighting, and the use of electronics, equipment, and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. Tables VI-1 and VI-2, below, show the Project's demand for electricity for Option A and Options B/C, respectively. As shown on Table VI-2, Options B and C would result in a greater demand for electricity than Option A. Tables VI-3 and VI-4, below, show the Project's demand for natural gas. As shown on these tables, Option A would use more natural gas than Options B/C.

## **Electricity**

Buildout of the Project would result in an increase in the on-site demand for electricity totaling approximately 3,654,513 kWh per year (refer to Table VI-2). In addition, by 2020, LADWP was required to procure at least 33 percent of their energy portfolio from renewable sources. The current sources procured by LADWP include wind, solar, and geothermal sources. These sources account for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available.<sup>26</sup> This represents the available off-site renewable sources of energy that would meet the Project's energy demand. Furthermore, the Project would incorporate active energy conservation strategies, such as LED lighting with day-lighting controls and dimming capabilities, and Energy Star light bulbs.

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<sup>25</sup> 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>.

<sup>26</sup> CEC, Utility Annual Power Content Labels for 2016, [www.energy.ca.gov/pcl/labels/](http://www.energy.ca.gov/pcl/labels/).

Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (encompassing the Project's 2023 buildout year) is estimated to be approximately 23,033 GWh of electricity<sup>27</sup> As such, the Project-related increase in annual electricity consumption of 3,654,513 kWh per year would represent approximately 0.016 percent of LADWP's projected sales in 2023.

**Table IV-1  
Estimated Project Electricity Demand – Option A**

<b>Land Use</b>	<b>Size</b>	<b>Total (kw-h/yr)<sup>1</sup></b>
Light Industrial	273,500 sf	3,418,756
Parking Lot	--	130,445
<b>Total</b>		<b>3,549,201</b>
sf =square feet kw-h = kilowatt-hour yr = year <sup>1</sup> Calculated via CalEEMod. Refer to Appendix A of this IS/MND. Note: LADWP does not provide or comment on generation rates to provide an estimate of demand.		

**Table IV-2  
Estimated Project Electricity Demand – Options B and C**

<b>Land Use</b>	<b>Size</b>	<b>Total (kw-h/yr)<sup>1</sup></b>
Manufacturing/Warehouse	273,500 sf	3,524,068
Parking Lot	--	130,445
<b>Total</b>		<b>3,654,513</b>
sf =square feet kw-h = kilowatt-hour yr = year <sup>1</sup> Calculated via CalEEMod. Refer to Appendix A of this IS/MND. Note: LADWP does not provide or comment on generation rates to provide an estimate of demand.		

### ***Natural Gas***

Buildout of the Project would result in an increase in the on-site demand of natural gas totaling approximately 2,819,784 kBTU per year (see Table IV-3), or approximately 7,725 cf per day.<sup>28</sup> Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,421 million cf per day in 2023 (the Project's buildout year).<sup>29</sup> The Project would account for approximately 0.0003 percent of the forecasted 2023 consumption in SoCalGas's planning area. In addition, the Project would incorporate a variety of energy conservation measures as required under the City's Green Building Code to reduce energy usage.

<sup>27</sup> 2017 Power Strategic Long-Term Resource Plan, December 2017, LADWP, Appendix A.

<sup>28</sup> Assuming 1 kBTU = 1 cf.

<sup>29</sup> California Gas and Electric Utilities, 2020 California Gas Report, p. 144.

**Table IV-3  
Estimated Project Natural Gas Demand – Option A**

<b>Land Use</b>	<b>Size</b>	<b>Total (kBTU/yr)<sup>1</sup></b>
Light Industrial	273,500 sf	2,819,784
Parking Lot	--	0
<b>Total</b>		<b>2,819,784</b>
sf =square feet kBTU = 1,000 British Thermal Units yr = year <sup>1</sup> Calculated via CalEEMod. Refer to Appendix A of this IS/MND. Note: LADWP does not provide or comment on generation rates to provide an estimate of demand.		

**Table IV-4  
Estimated Project Natural Gas Demand – Options B and C**

<b>Land Use</b>	<b>Size</b>	<b>Total (kBTU/yr)<sup>1</sup></b>
Manufacturing/Warehouse	273,500 sf	2,587,585
Parking Lot	--	0
<b>Total</b>		<b>2,587,585</b>
sf =square feet kBTU = 1,000 British Thermal Units yr = year <sup>1</sup> Calculated via CalEEMod. Refer to Appendix A of this IS/MND. Note: LADWP does not provide or comment on generation rates to provide an estimate of demand.		

### ***Transportation Energy***

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As noted previously, the Project Site is currently improved with mostly surface parking area, and two of the Project Site's three existing tenant spaces are currently non-operational. Therefore, existing Project uses are not fully leveraging the Site's location within a HQT. Development of the Project would increase employment at the Site and provide the opportunity for employees and other Project users to utilize local transit options, which would reduce vehicle trips and VMT. Further, the RTP/SCS also identifies "Job Centers," which represent areas with significantly higher employment density than surrounding areas. The RTP/SCS seeks to prioritize employment growth in existing Job Centers to leverage existing density and infrastructure. The Project is located in or near the Valley Job Center, which the RTP/SCS identifies as being generally north of Roscoe Boulevard and east of Topanga Canyon Boulevard. Therefore, development of the Project would also be consistent with the RTP/SCS's strategies concerning Job Centers. Given these considerations, the Project is appropriately located and would support the RTP/SCS and its smart growth strategies to efficiently coordinate land usage and transportation in order to reduce regional VMT and related GHG emissions.

Further, the Project Site is currently served by many local transit lines and regional/commuter lines via stops located within convenient walking distance along Winnetka Avenue, Plummer Avenue, Nordhoff Street, and other nearby streets. Transit service in the Project vicinity is

currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro, routes 166, 167, and 243) and the Antelope Valley Transit Authority (AVTA, route 787). Thus, the existing transit services in the vicinity of the Project Site would provide Project employees and visitors with various public transportation opportunities in lieu of driving. Additionally, the Project would provide approximately 58 bicycle parking spaces for employees and visitors.

During Project operations, vehicles traveling to and from the Project Site are also assumed to comply with Corporate Average Fuel Economy (CAFÉ) fuel economy standards. Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. It is anticipated that the future Project-related vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. 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, Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

- 2) *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*

## **Construction**

As discussed above, electricity would be intermittently consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. As energy consumption during Project construction activities would be relatively negligible, the Project would not likely affect regional energy consumption in years during the construction period.

## **Operation**

As stated above, the Project-related increase in annual electricity consumption would represent approximately 0.016 percent of LADWP's projected sales in 2023-2024. Also, the Project's estimated increase in demand for natural gas would account for approximately 0.0003 percent of the forecasted 2023 consumption in SoCalGas's planning area. In summary, energy consumption during Project operations would be negligible, and energy requirements would be within LADWP's and SoCalGas's service provisions.

3) *The effects of the project on peak and base period demands for electricity and other forms of energy.*

Electricity demand during construction and operation of the Project would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, LADWP's power system experienced an all-time high peak of 6,432 MW on August 31, 2017.<sup>30</sup> LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2017, the base case peak demand for the power grid is 5,854 MW.<sup>31</sup> In comparison to the LADWP power grid base peak load of 5,854 MW in 2017, the Project would represent approximately 0.004 percent of the LADWP base peak load conditions. In addition, LADWP's annual growth projection in peak demand of the electrical power grid of 0.4 percent would be enough to account for future electrical demand by the Project.<sup>32</sup> Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

4) *The degree to which the project complies with existing energy standards.*

Although Title 24 requirements typically apply to energy usage for buildings, construction equipment would also comply with Title 24 requirements where applicable. Electricity and natural gas usage during Project operations presented on Tables VI-1 through VI-4 would comply with Title 24 standards and CalGreen Code requirements, as well as the City's Green Building Code. Therefore, Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage.

With regard to transportation fuels, trucks, and equipment used during proposed construction activities, the Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During Project operations, vehicles traveling to and from the Project Site are assumed to comply with CAFÉ fuel economy standards. Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, Project construction and operational activities would comply with existing energy standards with regards to transportation fuel consumption.

5) *Effects of the Project on Energy Resources*

As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal, wind, and hydropower. LADWP's

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<sup>30</sup> LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

<sup>31</sup> LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

<sup>32</sup> LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

2017 SLTRP identifies adequate resources (natural gas, coal) to support future generation capacity.

Natural gas supplied to the Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as Canada. According to the U.S. Energy Information Administration (EIA), as of January 2019, the United States currently has about 84 years of natural gas reserves.<sup>33</sup> Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Therefore, Project construction and operational activities would have a negligible effect on natural gas supply.

Transportation fuels (gasoline and diesel) are produced from crude oil, which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.<sup>34</sup> The Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, Project construction and operational activities would have a negligible effect on the transportation fuel supply.

Due to the Project Site location, most on-site renewable energy sources would not be feasible to install on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Additionally, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.<sup>35</sup>

6) *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

Approximately 616,121 thousand barrels of crude oil (approximately 25.9 billion gallons) were supplied to California refineries in 2019.<sup>36</sup> Assuming the same supply of crude oil is provided to California, the Project's estimated consumption would be a small fraction of one percent of

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<sup>33</sup> U.S. Energy Information Administration, Frequently Asked Questions, [www.eia.gov/tools/faqs/faq.php?id=58&t=8](http://www.eia.gov/tools/faqs/faq.php?id=58&t=8), accessed November 15, 2021.

<sup>34</sup> BP Global, <https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil.html>, accessed November 15, 2021.

<sup>35</sup> CEC, National Renewable Energy Laboratory (NREL) Wind Prospector, <https://maps.nrel.gov/wind-prospector/#/?aL=kM6jR-%255Bv%255D%3Dt%26qCw3hR%255Bv%255D%3Dt%26qCw3hR%255Bd%255D%3D1&bL=groad&cE=0&IR=0&mC=36.416862115300304%2C-120.421142578125&zL=8>, accessed November 15, 2021.

<sup>36</sup> California Energy Commission, Oil Supply Sources to California Refineries, [https://ww2.energy.ca.gov/almanac/petroleum\\_data/statistics/crude\\_oil\\_receipts.html](https://ww2.energy.ca.gov/almanac/petroleum_data/statistics/crude_oil_receipts.html), accessed April 27, 2020.

available fuel reserves. Further, as described in Section XVII (Transportation), the Project would result in the reduction of daily vehicle trips when compared to the existing and prior uses at the Project Site. As noted previously, the Project Site is currently improved with mostly surface parking area, and two of the Project Site's three existing tenant spaces are currently non-operational. Therefore, existing Project Site uses are not fully leveraging the Site's location within a HQTa. Development of the Project would increase employment at the Site and provide the opportunity for employees and other Project users to utilize local transit options, which would reduce vehicle trips and VMT. Further, the RTP/SCS also identifies "Job Centers," which represent areas with significantly higher employment density than surrounding areas. The RTP/SCS seeks to prioritize employment growth in existing Job Centers to leverage existing density and infrastructure. The Project is located in or near the Valley Job Center, which the RTP/SCS identifies as being generally north of Roscoe Boulevard and east of Topanga Canyon Boulevard. Therefore, development of the Project would also be consistent with the RTP/SCS's strategies concerning Job Centers. Given these considerations, the Project is appropriately located and would support the RTP/SCS and its smart growth strategies to efficiently coordinate land usage and transportation in order to reduce regional VMT.

Further, the Project Site is currently served by many local transit lines and regional/commuter lines via stops located within convenient walking distance along Winnetka Avenue, Plummer Avenue, Nordhoff Street, and other nearby streets. Transit service in the Project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro, routes 166, 167, and 243) and the Antelope Valley Transit Authority (AVTA, route 787). Thus, the existing transit services in the vicinity of the Project Site would provide Project employees and visitors with various public transportation opportunities in lieu of driving. Additionally, the Project would provide approximately 58 bicycle parking spaces for employees and visitors.

7) *The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements*

The City's current Green Building Code requires compliance with the CalGreen Code and California's Building Energy Efficiency Standards (Title 24). The Project would be required to comply with the City's Green Building Code. The City has also adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. These regulations include the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986). These solid waste reduction programs and ordinances help to reduce the number of trips associated with hauling solid waste, thereby reducing the amount of petroleum-based fuel consumed. Furthermore, recycling efforts indirectly reduce the energy necessary to create new products made of raw material, which is an energy-intensive process. Thus, through compliance with the City's solid waste recycling programs, the Project would contribute to reduced fuel-related energy consumption.

8) *Whether the Project conflicts with adopted energy conservation plans.*

The Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the CalGreen Code and California's Building Energy Efficiency Standards, which have been incorporated into the City's Green Building Code. With regard to transportation uses, the Project design would reduce the VMT throughout the region and encourage use of alternative modes of transportation. As discussed previously, the 2020-2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources. The Project would be consistent with the energy efficiency policies emphasized in the 2020-2045 RTP/SCS. The Project would provide commercial uses in close proximity to existing public transportation, including Metro and AVTA bus lines. This is evidenced by the Project Site's location within a designated HQT. The 2020-2045 RTP/SCS would result in an estimated 8 percent decrease in VMT by 2020 and a 19 percent decrease in VMT by 2035. By meeting and exceeding the SB 375 targets for 2020 and 2035, the 2020-2045 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. Thus, consistent with the 2020-2045 RTP/SCS, the Project would reduce VMT and associated petroleum-based fuel. As such, based on the above, the Project would be consistent with adopted energy conservation plans.

## **Conclusion**

As demonstrated in the analysis of the eight criteria discussed above, the Project would not result in any wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or capacity. The Project's energy usage during peak and base periods would also be consistent with electricity and natural gas future projections for the region. Electricity generation capacity, and supplies of natural gas and transportation fuels, would also be sufficient to meet the needs of Project-related construction and operations. During operation, the Project would comply with the City's existing energy efficiency requirements under the City's Green Building Code. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. Therefore, Project impacts related to energy use would be less than significant during construction and operation.

### **b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less Than Significant Impact.** The energy conservation plans and policies relevant to the Project include, but are not limited to, the California Title 24 energy standards, the 2019 CALGreen building code, and the City of Los Angeles Green Building Code. As these conservation policies are mandatory under the City of Los Angeles Building Code, the Project would not conflict with or obstruct implementation of applicable plans for renewable energy or



efficiency. In addition, the Project would implement sustainability measures to exceed Title 24 energy efficiency requirements.

With regard to transportation related energy usage, the Project would comply with the goals of SCAG's 2020-2045 RTP/SCS, which incorporates VMT targets established by SB 375. The Project's proximity to existing public transportation would serve to reduce VMT and associated transportation fuel usage within the region. In addition, vehicle trips generated during Project operations would comply with CAFÉ fuel economy standards. Based on the above, the Project would not conflict with adopted energy conservation plans, or violate State or federal energy standards. Therefore, Project impacts associated with regulatory consistency would be less than significant.

### **Cumulative Impacts**

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed.

### ***Electricity***

The Project, in conjunction with the related project, would result in an increased demand for electricity supplies. LADWP's 2017 SLTRP serves as a comprehensive 20-year plan to supply reliable electricity to the City in an environmentally responsible and cost-effective manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands. Thus, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives.

LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, both the Project and the related project would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City's Green Building Code. Compliance with Title 24 energy conservation standards, City's Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient, and unnecessary use of electricity. Therefore, cumulative impacts related to electricity would be less than significant.

### ***Natural Gas***

The Project, in conjunction with the related project, would result in an increased demand for natural gas supplies. As a public utility provider, SoCalGas continuously analyzes increases in

natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Both the Project and the related project would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each project. Additionally, compliance with energy conservation standards pursuant to Title 24 would reduce cumulative demand for natural gas resources. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient, and unnecessary use of natural gas. Therefore, cumulative impacts related to natural gas would be less than significant.

### ***Transportation Energy***

The Project, in conjunction with the related project, could result in a net increased demand for transportation energy. As discussed previously, the NHTSA and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Also, the Project and the related project are located in a transit-rich area of the City and as such, provide opportunities for alternative sources of transportation. Thus, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient, and unnecessary use of transportation energy. Therefore, cumulative impacts related to transportation energy would be less than significant.

## VII. GEOLOGY AND SOILS

*In 2015, the California Supreme Court in the California Building Industry Association v. Bay Area Air Quality Management District (62 Cal.4th 369 [Case No. S213478]) (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 City's 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 physically 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 to future residents or users in the Chatsworth-Porter Ranch Community Plan Area.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- Geotechnical Investigation, SoCalGeo, November 5, 2021.

The following analysis applies to Options A, B, and C as impacts with respect to geology and soils are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building. In addition, the Project buildings would be the same under Options A, B, and C, and therefore, the same amount of earthwork and grading would be required for each option.

**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? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement more recently than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

According to the Geotechnical Investigation prepared for the Project (included in Appendix C of this IS/MND), the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and the possibility of significant fault rupture at the Project Site is considered to be low.<sup>37</sup> Thus, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the Alquist-Priolo Special Studies Zone Map issued by the State Geologist in 2014 for the area or based on other substantial evidence of a known fault on the Project Site.

Additionally, given that no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site, the Project would not exacerbate existing fault rupture conditions. Construction of the Project would be subject to compliance with existing state and local regulations, including the California Building Code (CBC) and the Los Angeles Building Code (LABC) and with the recommendations contained in the final geotechnical report prepared for the Project by a licensed engineer and approved by the City of Los Angeles Department of Building and Safety (LADBS). The CBC and LABC, with which the Project would be required to comply, contain construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, the Project would not cause potential substantial adverse effects as a result of a known earthquake fault in or around the Project Site, and Project impacts with respect to fault rupture would be less than significant.

## **ii. Strong seismic ground shaking?**

**Less Than Significant Impact.** The Project Site is located in the seismically active Southern California region. However, the Project does not include the types of activities, such as mining operations, boring of large areas, the extraction or injection of oil or groundwater, horizontal drilling, or other activities that would cause or exacerbate substantial adverse effects involving strong seismic ground shaking. Given the Project Site's location in a seismically active region, the Project Site could experience seismic ground shaking in the event of an earthquake.

However, as with any new development in the State of California, building design and construction for the Project would be required to conform to the current seismic design provisions of the CBC. The CBC would preclude the Project from employing techniques or methods which would directly

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<sup>37</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 11.

or indirectly initiate or worsen seismic ground shaking as part of the normal construction and operations. The CBC incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the LABC, as well as the applicable recommendations provided in the geotechnical investigations required by the City to minimize seismic-related hazards. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property, or infrastructure directly or indirectly to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region, and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Based on the above, development of the Project would not exacerbate seismic conditions on the Project Site. With compliance with existing building codes, Project impacts associated with seismic ground shaking would be less than significant.

### **iii. Seismic-related ground failure, including liquefaction?**

**No Impact.** Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their shear strength due to excess water pressure that builds up during repeated seismic shaking. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials.

According to the Geotechnical Investigation prepared for the Project Site, the Earthquake Zones of Required Investigation, Canoga Park Quadrangle map, published by the CGS, indicates that the Project Site is not located within a designated liquefaction hazard zone. In addition, based on the lack of groundwater within the upper 25 feet, and the fact that the historic high groundwater level for the Site is 90± feet below the ground surface, liquefaction is not considered to be a design concern for the Project.<sup>38</sup>

Construction of the Project would not involve the injection of water or any other liquid into the ground. In addition, construction of the Project would be subject to the LABC requirements and recommendations included in the final geotechnical report. As such, liquefaction potential for the Project Site is considered low. Based on the above, development of the Project would not directly or indirectly cause or exacerbate geologic hazards, including seismic-related liquefaction, and no impact would occur.

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<sup>38</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 13.

#### **iv. Landslides?**

**No Impact.** The Project Site is relatively flat and is not identified by ZIMAS as being within a landslide hazard zone. Therefore, the potential for landslides is negligible, and the Project would result in no impact with respect to landslides.

#### **b. 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. The Project Site is currently completely developed with impervious surfaces and does not contain any topsoil. During the Project's construction phase, activities such as excavation for utilities, grading, and site preparation could leave soils at the Project Sites susceptible to soil erosion. The Project Applicant would be required to comply with SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the Site, as well as prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.).

The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities.

Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during the construction phase. Further, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Project would not cause or exacerbate soil erosion or loss of topsoil and impacts regarding soil erosion or the loss of topsoil would be less than significant.

**c. 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?**

**Less Than Significant Impact.** As discussed previously, the liquefaction potential at the Project Site is considered low. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. As discussed in the Geotechnical Investigation, the potential for other geologic hazards such as seismically induced settlement, lateral spreading, and subsidence affecting the Project Site are considered low.<sup>39</sup>

According to the Geotechnical Investigation prepared for the Project Site, all of the borings encountered very loose to loose, compressible/collapsible, and/or low-density native soils extending to depths of 8 to 22 feet below the existing site grades. The Project Applicant would be required by the LADBS, as part of the permitting process, to submit a final geotechnical report that would address the building standards and recommendations that shall be followed in order to construct the proposed structure in accordance with CBC and LABC building standards that apply to buildings within the types of soils found at the Project Site, including areas prone to geologic or soil instability. Through compliance with the CBC and LABC, and with recommendations included in the final geotechnical report, impacts related to geologic and soil instability would be less than significant. Based on the above, development of the Project would not cause or exacerbate geologic hazards by being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and Project impacts would be less than significant.

**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?**

**No Impact.** Based on the Geotechnical Investigation prepared for the Project Site, soils at the Project Site are considered to have a very low expansive potential.<sup>40</sup> Therefore, development of the Project would not cause or exacerbate geologic hazards, and no impact with respect to expansive soils would occur.

**e. 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.** The Project Site is located within a community served by existing sewage infrastructure. The Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in any impacts related to soils that are incapable of adequately supporting the

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<sup>39</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 11.

<sup>40</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 9.



use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Therefore, no impacts related to this issue would occur as a result of the Project.

**f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** A project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and is currently developed with a commercial building and associated parking lot. As discussed in the Geotechnical Investigation prepared for the Project Site (included in Appendix C of this IS/MND), artificial fill soils were encountered at most of the boring locations, extending from the ground surface to depths of 2.5 to 6.5 feet.<sup>41</sup> While the Project does not include the construction of any subterranean levels, the Project would still require grading of the Project Site as well as excavation for the installation of utilities, which could have the potential to disturb existing but undiscovered archaeological resources, however unlikely due to the artificial fill soils present at the Project Site.

However, the City has established a standard condition of approval to address the inadvertent discovery of paleontological resources. Should paleontological resources be inadvertently encountered, this condition of approval provides for temporarily halting construction activities near the encounter so that the find can be evaluated. A paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the find. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey or report shall be submitted to the Los Angeles County Museum of Natural History and the Department of City Planning. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist. In accordance with this condition of approval, all activities would be conducted in accordance with regulatory requirements.

Through compliance with the City's established condition of approval to address any inadvertent discovery of paleontological resources, Project impacts would be less than significant.

**Cumulative Impacts**

Geotechnical impacts related to future development in the City involve site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site are specific to that site and its users and would not be in common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site is subject to uniform site

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<sup>41</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 1.

development as well as CBC and LABC construction standards that are designed to protect public safety. The only identified related project is the mixed-use project located east of the Project Site across Winnetka Avenue, and as described previously, this related project has already been developed. Like the Project, it is assumed that this related project was required to comply with CBC and LABC construction standards and requirements. Impacts with respect to paleontological resources are also assessed on a site-by-site basis. All development in the City (including the Project and the related project) that includes ground-disturbing activities is required to adhere to existing State and City regulations and/or any required mitigation measures related to the discovery of paleontological resources. For these reasons, cumulative impacts related to geology and soils would be less than significant.

## VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis in this section is based on the following, which is included in Appendix A of this IS/MND:

- Air Quality and Greenhouse Gas Emissions Technical Modeling, Noah Tanski Environmental Consulting, June 2022.

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational greenhouse gas emissions, there is the potential that different uses could result in different impacts. Therefore, the analysis provided below examines the potential greenhouse gas emissions of Options A, B, and C.

### Climate Change Background

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.

## GHG Emissions Background

GHG emissions include CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>).<sup>42</sup> Carbon dioxide is the most abundant GHG. Other GHG emissions are less abundant but have greater global warming potential than CO<sub>2</sub>. Thus, emissions of other GHGs are frequently expressed in their equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. Forest fires, decomposition, industrial processes, landfills, and the consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

## Regulatory Framework

There are any number of agreements, strategies, policies, regulations, and standards that relate to GHG emissions – from international climate accords to local climate action plans. The following plans, policies, and regulations are fundamental to the Project's determination of significance with respect to its GHG emissions and consistency with these documents.

### State

#### *AB 32 (California Global Warming Solutions Act of 2006) and SB 32*

In September 2005, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, AB 32, into law. AB 32 committed the State to achieving the following:

- By 2010, reduce statewide GHG emissions to 2000 levels.<sup>43</sup>
- By 2020, reduce statewide GHG emissions to 1990 levels.

The California Air Resources Board (CARB) was tasked with determining what the statewide GHG emissions level was in 1990 and approving a statewide GHG emissions limit equivalent to that level, to be achieved by 2020. AB 32 further required CARB to adopt rules and regulations that achieve the maximum technologically feasible and cost-effective GHG emissions reductions. The State achieved its 2020 GHG emissions target of returning to 1990 levels four years earlier than mandated by AB 32.

Signed in September 2016 by Governor Jerry Brown, SB 32 updated AB 32 to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. New goals outlined in SB 32 update AB 32's scoping plan requirement and involve 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.

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<sup>42</sup> As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

<sup>43</sup> The 2010 target to reduce GHG emissions to 2000 levels was not met.

It should be noted that the State Legislature has not yet adopted a target for the 2050 horizon year, though Executive Order S-3-05 issued by Governor Arnold Schwarzenegger and Executive Order B-30-15 issued by Governor Jerry Brown each establish a GHG target of 80 percent below 1990 levels for this year.

### *Climate Change Scoping Plan*

In 2008 CARB approved a Climate Change Scoping Plan (AB 32 Scoping Plan) detailing the approach that California would take to reduce its GHG emissions to 1990 levels by 2020, as required by AB 32. To achieve this, CARB determined that an approximate 28.5 percent reduction in GHG emissions would be necessary. That is, projected 2020 GHG emissions (i.e. emissions that would occur in 2020, absent any GHG-reducing laws and regulations) would have to be reduced by 28.5 percent.

However, shortly after the adoption of the 2008 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). In May 2011, it was found that the environmental analysis of this document's alternatives was not sufficient under CEQA. In response to this ruling, CARB prepared a revised and expanded document, the Supplemental FED to the Climate Change Scoping Plan (Supplemental FED), approved in August 2011.

As part of the Supplemental FED, CARB updated the projected 2020 emissions inventory based on then-current economic forecasts (i.e. as influenced by the economic downturn) and GHG emissions reduction measures already in place.<sup>44</sup> Ultimately, CARB determined that achieving the 1990 emissions levels by 2020 would require a reduction in GHG emissions of 16 percent from BAU conditions, down from the previous 28.5 percent figure.

CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) in 2014. The First Update found that California was on track to meet AB 32's 2020 emissions reduction mandate and determined that, by 2030, the State could reduce its GHG emissions to levels on course with those needed to achieve the 2050 target<sup>45</sup> if it realizes the expected benefits of its existing policy goals. CARB further identified and developed recommended actions for six focus areas key to achieving the 2050 target: (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. As noted earlier, the State achieved its 2020 target that was established by AB 32.

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<sup>44</sup> E.g. the million-solar-roofs program, AB 1493 (Pavley I) motor vehicle GHG emissions standards, and the Low Carbon Fuel Standard (LCFS). Pavley I, the first GHG standard in the nation for passenger vehicles, took effect for model years starting in 2009 to 2016. Pavley I could potentially result in a 27.7 million metric tons CO<sub>2</sub>e reduction of GHG emissions by 2020. Pavley II covers models years 2017 to 2025 and could result in additional reductions of 4.1 million metric tons CO<sub>2</sub>e.

<sup>45</sup> The 2050 goal of reducing GHG emissions to 80 percent below 1990 levels was originally established by Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005. However, the 2050 goal was not codified by either AB 32 or SB 32.

In response to the passage of SB 32 and the identification of the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan). The 2017 Scoping Plan builds upon the successful framework established by the 2008 Scoping Plan and the First Update and identifies new, technologically feasible, and cost-effective strategies to ensure that the state 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. It includes policies to require direct GHG reductions at some of the state's largest stationary sources and mobile sources, such as use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constraints and reduces emissions at covered sources.

CARB's 2030 emissions projections for the State take into account 2020 GHG reduction policies and programs. The 2017 Scoping Plan also addresses GHG emissions from natural and working lands of California, which include the agriculture and forestry sectors. Under the 2017 Scoping Plan scenario, continuation of the Cap-and-Trade regulation (or carbon tax) is expected to cover most of the 2030 reduction obligation – approximately 34 to 79 MMTCO<sub>2</sub>. The State's Short-Lived Climate Pollutants Reduction Strategy (SLCP) is expected to cover approximately 17 to 35 MMTCO<sub>2</sub>e. The Renewables Portfolio Standard with its goal of 50 percent renewable electricity by 2030 is expected to cover approximately 3 MMTCO<sub>2</sub>. The mobile source strategy and sustainable freight action plan are expected to cover approximately 11 to 13 MMTCO<sub>2</sub>. CARB also expects that doubling the energy efficiency savings in natural gas and electricity end uses by 2030 would cover approximately 7 to 9 MMTCO<sub>2</sub> of the 2030 reduction obligation. Other strategies would be expected to cover the remaining 2030 reduction obligations.

The 2017 Scoping Plan also addresses the role of local governments in meeting the State's GHG reductions goals, because local governments have jurisdiction and land use authority related to community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures. For individual projects under CEQA, the 2017 Scoping Plan states that local governments can support climate action when considering discretionary approvals and entitlements. According to the 2017 Scoping Plan, lead agencies have the discretion to develop evidence-based numeric thresholds consistent with the Scoping Plan, the State's long-term goals, and climate change science. The City of Los Angeles has not developed per capita GHG targets for 2030 or 2050; however, the City recognizes that GHG emission reductions are necessary in the public and private sectors. The City has taken the initiative in combating climate change by developing programs such as the Green New Deal and Green Building Code.

### *Cap-and-Trade Program*

The Climate Change Scoping Plan identifies the Cap-and-Trade Program as one of the strategies California will employ to reduce GHG emissions. According to CARB, this program will help California meet its eventual goal of achieving an 80 percent reduction from 1990 levels by 2050.

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 GHGs. CARB designed and adopted the California Cap-and-Trade Project pursuant to its authority under AB 32.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether that electricity is generated in-state or imported. Accordingly, for projects that are subject to the CEQA, GHG emissions from their electricity consumption are covered by the Cap-and-Trade Program. The program also covers fuel suppliers (e.g., natural gas and propane providers, as well as transportation fuel providers) to address emissions associated with these fuels and their combustion. The Cap-and-Trade Program applies to emissions that encompass approximately 80 percent of the State's GHG emissions. As noted earlier, California achieved its 2020 GHG reduction target four years earlier than mandated. The largest reductions were the result of increased renewable electricity in the electricity sector, which is covered by the Cap-and-Trade Program.

#### *Renewables Portfolio Standard*

SB 1078 required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as a Renewables Portfolio Standard (RPS). Subsequent amendments have provided additional targets throughout the years. For example, SB 350 further increased the RPS to 50 percent by 2030. It also required the state to double its statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Scoping Plan incorporated these standards and estimated that their corresponding GHG reductions would account for approximately 21 percent of the Scoping Plan's reductions. Most recently in September 2017, SB 100 updated RPS targets to 44 percent by 2024, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045.

#### *Sustainable Communities and Climate Protection Act (SB 375)*

SB 375, adopted by the State in September 2008, established mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, because the transportation sector is the single largest contributor of greenhouse gases of any sector. Under SB 375, CARB – in consultation with the Metropolitan Planning Organizations (MPOs) – is required to set regional GHG reduction targets for passenger vehicle and light-duty truck sectors. These targets must be incorporated within a region's Regional Transportation Plan (RTP), which is a planning document used for long-term transportation planning. SB 375 and its relevance to the regional RTP/SCS is discussed in more detail below.

#### *Senate Bill 743*

In 2013 Governor Jerry Brown signed SB 743, which created a process to change the way transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to the level of service (LOS) methodology for evaluating transportation impacts. Particularly within areas

served by transit, the required alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Transportation impact metrics may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated.

#### *Title 24, Building Standards Code and CALGreen Code*

Part 11 of the Title 24 Building Standards is referred to as the California Green Building Standards (CALGreen) Code. It was developed in part to help the State achieve its GHG reduction goals under AB 32 by codifying standards for reducing building-related energy, water, and resource demand. The purpose of the CALGreen Code is to “improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a 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.”<sup>46</sup> The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission.

The current 2019 Title 24 Standards went into effect on January 1, 2020. The 2019 Title 24 Standards ensure that builders use the latest energy efficient and energy conserving technologies and construction practices. As described in the 2019 Title 24 Standards, the latest standards represent “challenging but achievable design and construction practices” that represent “a major step towards meeting the Zero Net Energy (ZNE) goal.” Single-family homes built to the 2019 Title 24 Standards are projected to use approximately seven percent less energy than those built under the 2016 standards. Once rooftop solar electricity generation is factored in, these homes would use about 53 percent less energy than those built under the 2016 standards. Non-residential buildings are projected to use approximately 30 percent less energy than those built under the preceding standards. Compliance with Title 24 is enforced through the building permit process. The future 2022 Title 24 Standards will go into effect on January 1, 2023.

#### *SB 97*

Passed in August 2007, SB 97 required the State Office of Planning and Research (OPR) to prepare and develop CEQA guidelines for the effects and/or mitigation of GHG emissions, including effects associated with transportation and energy consumption. Subsequently, the Draft Guidelines Amendments for Greenhouse Gas Emissions (Guidelines Amendments) were adopted in December 2009 to address the specific obligations of public agencies when analyzing GHG emissions to determine a project’s effect on the environment, as pursuant to CEQA.

The Guidelines Amendments provide no thresholds of significance or any specific mitigation measures; rather, they require a lead agency to make a good-faith effort to describe, calculate,

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<sup>46</sup> California Building Standards Commission, 2010 California Green Building Standards Code.



or estimate the amount of GHG emissions that would result from a project, to the extent possible based on scientific and factual data. 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. Additionally, three factors that should be considered in the evaluation of the significance of GHG emissions are identified:

- (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
- (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.

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 the cumulative impact analysis.”<sup>47</sup>

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 requirement by CEQA.

## ***Regional***

### ***South Coast Air Quality Management District CEQA Guidance***

The City of Los Angeles is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.<sup>48</sup> A GHG Significance Threshold Working Group was formed to further evaluate

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<sup>47</sup> Letter from Cynthia Bryant, Director of the Governor’s Office of Planning and Research, to Mike Chrisman, California Secretary for Natural Resources, dated 13 April 2009.

<sup>48</sup> SCAQMD, Board Meeting, December 5, 2008. Agenda No. 31, <http://www3.aqmd.gov/hb/2008/081231.a.thm>. Accessed June 23, 2022.

potential GHG significance thresholds.<sup>49</sup> The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO<sub>2</sub>e per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 MTCO<sub>2</sub>e per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO<sub>2</sub>e per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance thresholds for other jurisdictions.

### *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

In September 2008 Governor Arnold Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger Vehicle Miles Traveled (VMT) and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

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. As the federally designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. SCAG is also a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP.

CARB set GHG reduction targets of 8 percent by 2020 and 19 percent by 2035 (compared with 2005 levels) for the SCAG region, effective as of October 1, 2018. Adopted on September 3, 2020, SCAG's long-range plan, the 2020-2045 RTP/SCS (Connect SoCal), serves as the roadmap to fulfilling the region's compliance with these latest GHG reduction targets. To this end, the 2020-2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and it acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment growth in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the previous 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent

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<sup>49</sup> SCAQMD, *Greenhouse Gases CEQA Significance Thresholds*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>. Accessed June 23, 2022.

of the region's future employment growth by 2040.<sup>50</sup> HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption. In addition, HQTAs 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. As a result, HQTAs are vital to the attainment of regional GHG emissions reduction targets: successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, reducing automobile use and, crucially, associated GHG emissions. The SB 375 GHG reduction targets for the SCAG region correspond with the achievement of reductions in regional VMT per capita. The OPR has recommended that achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is generally feasible and is supported by evidence that connects these reductions to the State's emissions goals.

## **Local**

### *City of Los Angeles Green LA Action Plan/Sustainable pLAn*

In 2007 the City addressed the issue of global climate change by releasing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* ("LA Green Plan/Climate LA"). This document outlined various goals and actions that the City established to reduce the generation and emissions of GHGs from both public and private activities.

In April 2019, the City released the *Green New Deal* (also referred to as the *Sustainable City Plan 2019*). This program contains actions designed to create sustainability-based performance targets through 2050 that are themselves intended to advance economic, environmental, and equity objectives. It is the first four-year update to the City's first "Sustainable City pLAn" that was released in 2015. It augments, expands, and elaborates the City's vision for a sustainable future and tackles climate change with accelerated targets and new aggressive goals.

Though the *Green New Deal* is not a plan adopted solely to reduce GHG emissions, it lists "Climate Mitigation" (i.e., GHG reduction) as one of eight explicit benefits that help define its strategies and goals. Goals that are directly or indirectly linked to climate mitigation include:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.

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<sup>50</sup> SCAG, Final 2016-2040 RTP/SCS, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

- Reduce building energy use per square feet for all building types by 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68mBTU/sf in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; 75 percent by 2050.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035; and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfills by 2028.
- Reduce the urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within ½ mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

#### *City of Los Angeles Green Building Code*

In December 2019, the Los Angeles City Council approved Ordinance No. 186,488, 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 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code.

## *City of Los Angeles General Plan*

The City does not have a General Plan Element specific to climate change and GHG emissions, and its General Plan does not have any stated goals, objectives, or policies that specifically address climate change and GHG emissions. However, the following five goals from the City's General Plan Air Quality Element would have an indirect effect on GHG emissions reductions:

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips.
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques.
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures, including passive measures, such as site orientation and tree planting.
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

## *Traffic Study Policies and Procedures*

The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019, updated July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of transportation assessments. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and thus is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, SB 375.

## **Existing Conditions**

### ***Existing Statewide GHG Emissions***

As reported by the California Energy Commission (CEC), California contributes approximately one percent of global and 6.4 percent of national GHG emissions.<sup>51</sup> California contains approximately 12 percent of the national population. CARB reports that in 2019, emissions from GHG emissions statewide were 418 million MT of CO<sub>2</sub>e, 7 million MT of CO<sub>2</sub>e lower than 2018 levels and nearly 13 million MT of CO<sub>2</sub>e below the State's 2020 GHG limit of 431 million MT of

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<sup>51</sup> California Energy Commission. Tracking Progress, Greenhouse Gas Emission Reductions. [www.energy.ca.gov/renewables/tracking\\_progress/documents/Greenhouse\\_Gas\\_Emissions\\_Reductions.pdf](http://www.energy.ca.gov/renewables/tracking_progress/documents/Greenhouse_Gas_Emissions_Reductions.pdf). Last updated December 2018.

CO<sub>2</sub>e. 48 percent of the State's total electricity generation (in-state generation plus imported electricity) came from zero-GHG generation sources (e.g. solar, wind, hydropower, nuclear, etc.). Per capita GHG emissions have dropped from a 2001 peak of 14.0 MT per person to 10.5 MT per person in 2019, a 25 percent decrease. The transportation sector remains the largest source of GHG emissions, accounting for almost 40 percent of the State's GHG inventory (though when emissions from extracting, refining, and moving transportation fuels are included, this figure increases to over 50 percent of statewide emissions for 2019.<sup>52</sup>

### ***Existing Project Site Emissions***

The Project Site is currently improved with a 3,666-seat movie theater, a 3,415 square-foot fitness studio/gym, and a 3,464 square-foot frozen yogurt restaurant. The rest of the Site consists of surface parking area in support of these three uses. Neither the movie theater nor the frozen yogurt restaurant is currently operational. Emissions associated with the Project Site's prior and existing land uses were estimated for informational purposes, and it was determined that they may generate about 7,288 MT of CO<sub>2</sub>e annually.

### **Thresholds of Significance**

The City has adopted the thresholds set forth in Appendix G of the CEQA Guidelines as project-specific thresholds of significance. Pursuant to the Appendix G thresholds, the Project would have a significant impact with respect to GHG emissions if it would:

- 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?**

### **Methodology**

For the reasons set forth below, to analyze the Project's GHG impacts under these Appendix G thresholds, the City will utilize a qualitative analysis that will assess the Project's consistency with the following plans, policies, and regulations adopted to reduce GHG emissions:

- Executive Order S-3-05 and AB 32;
- AB 32 Scoping Plan and First Update;
- Executive Order B-30-15, SB 32, and the 2017 Scoping Plan;

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<sup>52</sup> CARB, California Greenhouse Gas Emissions for 2000 to 2017. 2019.

- SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS, "Connect SoCal");
- City of Los Angeles Mobility 2035 Plan;
- City of Los Angeles Green New Deal; and
- City of Los Angeles Green Building Ordinance.

Additionally, to comply with the requirements of CEQA Guidelines, section 15064.4(a), the analysis includes a good faith estimate of GHG emissions that may result from the project.

The basis for this methodology is as follows: The Department of City Planning has adopted Appendix G as its thresholds of significance, and the Appendix G threshold questions for GHG impacts may be analyzed utilizing a qualitative approach. SCAQMD has not adopted GHG significance thresholds for land use development projects such as the Proposed Project, although it has adopted significance thresholds for industrial-type projects for which it is the lead agency. The SCAQMD industrial thresholds are not relevant to the Project, as the only projects for which the SCAQMD serves as the lead agency are those that involve the adoption of air quality rules or regulations, or projects that have not gone through CEQA environmental review via another lead agency. However, the City is the lead agency for this Project. The City has not adopted thresholds for land use development projects based on SCAQMD guidance for these types of projects, and the City has the discretion to adopt a significance threshold relevant to the Project.

On November 30, 2015, the California Supreme Court issued an opinion on significance thresholds under CEQA for the evaluation of impacts associated with GHGs in the case *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife*. The following discussion summarizes the relevant facts and holdings of that case, which assessed the use of qualitative GHG significance thresholds (i.e., those concerning consistency with applicable plans, programs, and policies) and quantitative GHG significance thresholds (i.e., numerical thresholds).

The Court acknowledged that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical thresholds, but they have produced a certain level of consensus on the value of AB 32 consistency as a criterion. Neither AB 32 nor the CARB Scoping Plan related thereto set out a mandate or method for CEQA analysis of GHG emissions from a proposed project. An amendment to CEQA adopted in 2007, however, required the preparation, adoption, and periodic update of guidelines for mitigation of GHG impacts. The resulting direction from the State was that a lead agency should attempt to describe, calculate, or estimate the amount of GHG emissions that a project may emit, but recognized that agencies have discretion in how to do so. CEQA Guideline 15064.4 further provides that when assessing the significance of GHG emissions, the agency should consider these factors (among others): (1) the extent to which the 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 (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. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not. As such, GHG concerns are not necessarily locational; they are whether a particular project, which will accommodate California's housing and/or economic development needs, is sustainable. A significance criterion framed in terms of efficiency and conservation in land use (as compared to a business-as-usual [BAU] pattern of growth) is superior to a simple numerical threshold because CEQA is not intended as a population control measure.

Furthermore, the Court stated that this consideration favors consistency with AB 32's statewide goals as a permissible significance criterion for project GHG emissions. Meeting statewide reduction goals does not preclude all new development. Rather, the AB 32 Scoping Plan – which is the State's roadmap for meeting AB 32's GHG reduction target – assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire state, one can reasonably argue that its impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of GHG emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions, and, as discussed previously, from a climate change perspective it does not matter where in the State those emissions are produced. Under these circumstances, evaluating the significance of a project's GHG emissions with respect to their effect on the State's efforts to meet its long-term goals is a reasonable threshold. Accordingly, a significance threshold based on a project's consistency with plans aimed at reducing GHG emissions is permitted under CEQA.

The Supreme Court in *Center for Biological Diversity* recognized potential options for analyzing the cumulative significance of a project's GHG emissions, including:

- Business-as-usual (BAU) Model. BAU comparison based on the Scoping Plan methodology if supported by substantial evidence that the utilized metric supports what level of reduction from BAU a new land use development at the proposed location must contribute to comply with state goals.



- Consistency with AB 32's goal in whole or in part by looking at compliance with regulatory programs designed to reduce GHG; provided the project complies with or exceeds the regulations that were adopted by CARB or state agencies to comply with the Scoping Plan; and provided, the significance analysis only relates to impacts within the area governed by the regulation (for example, reliance on Title 24 energy efficiency rules that are intended to reduce GHG from buildings would not address GHG impacts from transportation). And/or showing consistency with local GHG reduction plans, (e.g., climate action plan), to provide a basis for the tiering or streamlining of project-level CEQA analysis, including as consistent with CEQA Guidelines Section 15183.3.
- Relying on numerical thresholds for significance for GHG emissions.

In 2019 CEQA Guidelines Section 15064.4 was amended to incorporate the holding in the *Center for Biological Diversity* case as well as others. The section now directs lead agencies as follows:

**§ 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.**

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
  - (1) Quantify greenhouse gas emissions resulting from a project; and/or
  - (2) Rely on a qualitative analysis or performance based standards.
- (b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:
  - (1) The extent to which the project may increase or reduce greenhouse gas 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.
  - (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 greenhouse gas emissions (see e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.
- (c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Based on the above legal standards, the City finds that analyzing the Project's GHG emissions through consistency with the plans, policies, and regulations identified above that have been adopted to reduce GHG emissions is the appropriate methodology to analyze the Project's GHG impacts in the context of the GHG threshold questions set forth in Appendix G.

Using consistency with AB 32 and SB 32's statewide goals for GHG reduction, and subsequently adopted plans, programs, policies, standards, and regulations as identified above, rather than a numerical threshold, as a significance criterion is also consistent with the broad guidance provided by Section 15064.4 of the CEQA Guidelines to reflect that there is no iron-clad definition of significance pertaining to this matter. Section 15064.4 was not intended to restrict agency discretion in choosing a method for assessing GHG emissions, but rather to assist lead agencies in investigating and disclosing all that they reasonably can regarding a project's GHG emissions impact.

The basis for this analysis' estimate of the Project's GHG emissions is as follows: As stated above, CEQA Guidelines Section 15064.4(a) establishes that a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe and estimate the

amount of greenhouse gas emissions resulting from a project. CEQA Guidelines Section 15064.4(c) states a lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project and that the lead agency has the discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account a project's incremental contribution to climate change.

Based upon this guidance, GHG emissions associated with the Project's construction and operations were estimated using the California Emissions Estimator Model (CalEEMod). Construction emissions are those that would result from the construction of the Project. Operations emissions include those related to both direct and indirect sources such as mobile sources, water use, solid waste, area sources, natural gas, and electricity use. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professions to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects in California. The City is not required to use a numerical GHG threshold or another methodology that relies on a quantitative analysis. As such, the Project's GHG emissions have been estimated and disclosed to comply with CEQA Guidelines Section 15064.4(a) and to provide evidence that the implementation of the plans, policies, and regulations adopted to reduce GHG emissions will result in actual GHG reductions.

## **Analysis**

The Appendix G thresholds questions concerning GHG emissions are addressed together in the following analysis:

**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?**

## **Plan Consistency**

**Less Than Significant Impact.** The following section assesses the extent to which the Project would be consistent with the following relevant plans, policies, and regulations adopted for the purpose of reducing GHG emissions:

- Executive Order S-3-05 and AB 32;
- AB 32 Scoping Plan and First Update;
- Executive Order B-30-15, SB 32, and the 2017 Scoping Plan;

- SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS, "Connect SoCal");
- City of Los Angeles Mobility 2035 Plan;
- City of Los Angeles Green New Deal; and
- City of Los Angeles Green Building Ordinance.

With respect to the two Executive Orders listed above and the legislation that was codified in response to those orders (e.g., AB 32 and SB 32, respectively), CARB's Scoping Plans provide for strategies and programs aimed at achieving the GHG reduction goals in those orders and their corresponding legislation. For example, the 2017 Scoping Plan states that it "establishes a path that will get California to its 2030 target" and "identifies how the State can reach our 2030 climate target to reduce...GHG emissions by 40 percent from 1990 levels." Similarly, CARB's First Update provides that it "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050." Many of the emissions reduction strategies recommended by CARB would serve to reduce the Project's GHG emissions to the extent required by applicable. An overview of mandatory regulatory measures contained within CARB's Scoping Plans and the effect that they would have on the Project's GHG emissions is included in Table VIII-1, below.

The following analysis applies generally to all Project development options. When appropriate, separate discussion for individual Project options is provided.

## **Statewide**

### *Executive Order S-03-05, AB 32, AB 32 Scoping Plan, and First Update*

AB 32 adopted and codified Executive Order S-3-05's goal of reducing GHG emissions to 1990 levels by 2020. As noted previously, California achieved this target four years earlier than mandated. The AB 32 Scoping Plan and 2014 First Update outlined and provided the basis for policies that helped California achieve this target by 2020, as well as for policies that will help California continue its GHG emissions reductions beyond 2020. Thus, it follows that if the Project would be consistent with the AB 32 Scoping Plan and the 2014 First Update, then the Project would be consistent with State efforts to continue its achievement of the 2020 target that was established by Executive Order S-3-05 and codified by AB 32.

Table VIII-1 contains an overview of applicable reduction actions/strategies (categorized by emissions source type) that are outlined in the AB 32 Scoping Plan and its later iterations. The overview provides context surrounding various measures that would indirectly reduce the Project's GHG emissions via their current, future, or continued implementation.

Table VIII-2 provides a more specific evaluation of the Project's consistency with applicable strategies of the AB 32 Scoping Plan and First Update. Based on this evaluation, the Project would be consistent with all feasible and applicable strategies recommended in the AB 32 Scoping Plan and First Update. Therefore, the Project would be consistent with State efforts to maintain achievement of the 2020 target that was established by Executive Order S-3-05 and codified by AB 32.

**Table VIII-1**  
**Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan**

Mandatory Regulatory Compliance Measures
<b>Energy</b>
<p><b>RPS Program and SB 2X:</b> The California RPS program (Updated under Senate Bill 2X) required both public and investor-owned utilities in California to receive at least 33 percent of their electricity from renewable sources by the year 2020, 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also required 50 percent renewables by 2030.<sup>A</sup> LADWP reports that, as of 2019, it has achieved 34% renewables.<sup>B</sup> The CalEEMod default carbon intensity for electricity generated by LADWP is based on utility-provided data from 2021, so it presumably takes into account the 33 percent renewables requirement for 2020.<sup>C</sup></p> <p>However, with the recent passage of SB 100, LADWP (along with other electric utilities) is required to increase its renewable energy portfolio to 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. Additionally, the City’s latest Green New Deal sets a target for LADWP to supply 55 percent renewable energy by 2025 and 80 percent by 2036. For 2045, the Green New Deal and SB 100 share the same 100 percent renewables requirement. The Project would comply with these percentage renewables requirements as the Project is served by LADWP, which is tasked with achieving these GHG reduction mandates.</p> <p>The Project’s electricity GHG emissions in this analysis do not account for these rapidly changing, and escalating, renewables requirements. By the Project buildout year of 2023, it is reasonable to assume that LADWP may supply at least 40 percent renewable energy, in line with the Green New Deal’s 55% target for 2025. As such, GHG emissions from the Project’s electricity use would likely be lower than what is identified in this analysis.</p> <p><b>SB 350:</b> As required under SB 350, a 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, the California Energy Code (CEC), and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation.</p>
<p><b>Cap-and-Trade Program:</b> As required by AB 32 and the AB 32 Scoping Plan, the Cap-and-Trade Program regulates GHG emissions associated with electricity demand, though the program applies to electricity service providers and not directly to development projects. The Project’s electricity consumption would benefit from GHG reductions associated with this Statewide program. The Cap-and-Trade program also covers GHG emissions from the combustion of transportation fuels.</p>
<b>Mobile</b>
<p><b>Advanced Clean Cars Program:</b> CARB’s Advanced Clean Cars Program regulates GHG emissions for model years 2017 through 2025 and increases the share of zero emission vehicles manufactured in model years 2018 through 2025. Standards under the Advanced Clean Cars</p>

**Table VIII-1**  
**Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan**

Program apply to all passenger and light duty trucks sold within California. Mobile source GHG emissions in this analysis do not include the additional 34 percent reductions in mobile source emissions attributable to this program as the CalEEMod model does not account for it.

Other mobile source strategies are related to CARB's development of the Innovative Clean Transit and Advanced Clean Trucks programs. The Innovative Clean Transit regulation, adopted in December 2018, requires all public agencies to gradually transition to 100-percent zero-emission bus fleets, in part by mandating that all new bus purchases are zero-emission starting in 2029. Adopted in March 2021, the Advanced Clean Trucks regulation sets increased sales requirements for zero-emission trucks from 2024 to 2035 and contains company and fleet reporting requirements for large employers and fleet owners. The Project would indirectly benefit from both of these measures.

**Low Carbon Fuel Standard (LCFS):** The LCFS reduced the carbon intensity of California's transportation fuels by at least 7.5 percent by 2020. The CalEEMod model assumes that the LCFS reduces mobile source emissions accordingly. The 2018 updates to the LCFS target a 20 percent reduction in carbon intensity by 2030.<sup>D</sup> CalEEMod does not take into account these updates to the LCFS. The Project's GHG emissions would benefit from this regulatory program over time.

#### **Solid Waste**

**California Integrated Waste Management Act of 1989:** This regulation required jurisdictions to reduce solid waste by 50 percent by 2000. In 2011, AB 341 amended this regulation to provide a goal of reducing solid waste generation by 75 percent by 2020, and annually thereafter. The Project complies with these diversion requirements as it would be served by the City of Los Angeles, which currently achieves a 76 percent diversion rate. The CalEEMod model conservatively assumes a zero percent diversion rate; as a result, GHG emissions from the Project's solid-waste generation are conservative and would be lower. The Project would contract for waste disposal services from a provider that must meet AB 341 mandates for diversion. Additionally, it is worth noting that the City in its Green New Deal has committed to achieving 100 percent diversion of waste by 2050.

<sup>A</sup> SB 350 (2015-2016 Regular Session) Stats 2015, Ch. 547.

<sup>B</sup> LADWP. [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?\\_adf.ctrl-state=waa2z9fpa\\_4&\\_af\)\)\)&&\\_afLoop=292271719357341](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=waa2z9fpa_4&_af)))&&_afLoop=292271719357341) Accessed June 27, 2022.

<sup>C</sup> CalEEMod Version 2020.4.0, January 2022.

<sup>D</sup> CARB, LCFS Regulation. [Ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/lcfs-regulation](http://Ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/lcfs-regulation). Accessed June 27, 2022.

**Table VIII-2**  
**Consistency with the AB 32 Scoping Plan and First Update GHG Emissions Reduction Strategies**

Strategy/Recommended Action	Project Consistency
<b>California Cap-and-Trade Program:</b> Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	<b>Not Applicable.</b> This recommended action called upon the State to develop a cap-and-trade program, which has been implemented. Though the Project would not be relevant to this action, as discussed, the Project would benefit from GHG reductions associated with the State's Cap-and-Trade Program because the program applies to electricity usage and transportation fuels.
<b>California Light-Duty Vehicle Greenhouse Gas Standards:</b> Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	<b>Not Applicable.</b> This recommended action called upon the State to develop and implement light-duty vehicle standards related to GHG emissions. The development of these standards is not relevant to the Project. However, as discussed, the Project would benefit from previous, existing, and future standards related to this action (i.e., Advanced Clean Cars Program) that are intended to help the State achieve and/or exceed the AB 32 GHG emissions reduction target.
<b>Energy Efficiency:</b> Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly-owned utilities).	<b>Consistent.</b> The Project would be designed to meet the CALGreen building standards that are in effect at the time of its permitting. As discussed previously, the latest standards achieve increased energy and construction efficiencies as compared to previous CALGreen standards. The Project would be in conformance with the current or next-generation CALGreen standards that are intended to help the State achieve and/or exceed the AB 32 GHG emissions reduction target.
<b>Renewables Portfolio Standard:</b> Achieve 33 percent renewable energy mix statewide by 2020.	<b>Consistent.</b> As noted earlier, LADWP reports that it achieved a 34-percent renewables mix by 2019, ahead of the 2020 mandate. As LAWP would provide electricity service to the



**Table VIII-2**  
**Consistency with the AB 32 Scoping Plan and First Update GHG Emissions Reduction Strategies**

Strategy/Recommended Action	Project Consistency
	<p>Project, the Project would use electricity that is consistent with this recommended action.</p> <p>As also noted, LADWP is tasked with achieving the latest SB 100, SB 350, and Green New Deal renewables mandates, which go beyond the 33 percent by 2020 target identified in this recommended action. As a result, the Project would utilize electricity that goes beyond this action's target that was intended to help the State achieve its AB 32 GHG emissions reduction goal for 2020.</p>
<p><b>Low Carbon Fuel Standard:</b> Develop and adopt the Low Carbon Fuel Standard.</p>	<p><b>Not Applicable.</b> This recommended action called upon the State to develop and implement the LCFS. The LCFS originally went into effect in April 2010. As discussed earlier, the latest LCFS update targets a 20 percent reduction in carbon intensity by 2030, which goes beyond the reduction that the AB 32 Scoping Plan had targeted for 2020. Thus, Project-related vehicles that use fuels subject to the LCFS would achieve GHG emissions reductions that go beyond the target that was intended to help the State achieve its AB 32 GHG emissions reduction goal for 2020.</p>
<p><b>Regional Transportation-Related Greenhouse Gas Targets:</b> Develop regional greenhouse gas emissions reduction targets for passenger vehicles.</p>	<p><b>Not Applicable.</b> This recommended action called upon the State to develop regional greenhouse gas emissions reduction targets for passenger vehicles via SB 375. To be discussed in greater detail below, the Project would be consistent with SCAG's latest 2020-2045 RTP/SCS. Implementation of the 2020-2045 RTP/SCS is projected to reduce per capita transportation emissions 19 percent by 2035 and enable the SCAG regional to fulfil its portion of SB 375 compliance.</p>

**Table VIII-2**  
**Consistency with the AB 32 Scoping Plan and First Update GHG Emissions Reduction Strategies**

Strategy/Recommended Action	Project Consistency
<b>Goods Movement:</b> Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	<b>Not Applicable.</b> This recommended action called upon State agencies to implement regulations for promoting efficiency in goods movement.
<b>Million Solar Roofs Program:</b> Install 3,000 MW of solar-electric capacity under California's existing programs.	<b>Not Applicable.</b> This recommended action restated a goal, as part of Governor Arnold Schwarzenegger's Million Solar Roofs Program, to install 3,000 MW of new solar capacity by 2017. The Program reached its one-million solar roofs goal in 2019 and has installed nearly three-times the 3,000 MW target capacity.
<b>Medium/Heavy-Duty Vehicles:</b> Adopt medium and heavy-duty vehicle efficiency measures.	<b>Not Applicable.</b> State agencies are responsible for implementing efficiency measures for vehicles.
<b>Industrial Emissions:</b> Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	<b>Not Applicable.</b> The Project does not propose the types of large industrial sources that are covered by this measure (e.g., power plants, refineries, cement plants, etc.). The Scoping Plan clarifies that this measure would apply to major industrial facilities that emit more than 0.5 MMTCO <sub>2</sub> e per year (500,000 MTCO <sub>2</sub> e). As shown later in this analysis, the Project is estimated to result in no greater than 5,000 MTCO <sub>2</sub> e per year. Therefore, this measure does not apply to the Project.
<b>High Speed Rail:</b> Support implementation of a high-speed rail system.	<b>Not Applicable.</b> This recommended action called upon the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
<b>Green Building Strategy:</b> Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	<b>Consistent.</b> As discussed above, the Project would be designed to meet the CALGreen building standards that are in effect at the time of its permitting. The latest standards achieve increased energy and construction efficiencies as compared to previous CALGreen standards. The Project would be in conformance with the current or next-generation CALGreen

**Table VIII-2**  
**Consistency with the AB 32 Scoping Plan and First Update GHG Emissions Reduction Strategies**

Strategy/Recommended Action	Project Consistency
	standards that are intended to help the State achieve and/or exceed the AB 32 GHG emissions reduction target.
<b>High Global Warming Potential Gases:</b> Adopt measures to reduce high global warming potential gases.	<b>Not Applicable.</b> State agencies are responsible for implementing these measures.
<b>Recycling and Waste:</b> Reduce methane emissions and landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	<b>Consistent.</b> This recommended action does not include specific or quantifiable goals for the recycling and waste sector. In the Green New Deal, the City has committed to achieving a 100 percent diversion rate of waste by 2050. The Project would contract with a waste disposal services provider that meets AB 341 and City requirements for waste diversion.
<b>Sustainable Forests:</b> Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	<b>Not Applicable.</b> Resource agency departments are responsible for implementing this measure.
<b>Water:</b> Continue efficiency programs and use cleaner energy sources to move and treat water.	<b>Consistent.</b> This recommended action does not include specific or quantifiable goals for the water sector. However, the Project would be designed to meet the CALGreen building standards and other water efficiency measures that are in effect at the time of its permitting. As noted, California achieved its 2020 AB 32 GHG emissions reduction target four years ahead of schedule. It reasons that the CALGreen building standards and other applicable water efficiency measures would be capable of achieving or exceeding water-sector-related reductions outlined in the First Update.
<b>Agriculture:</b> In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	<b>Not Applicable.</b> This recommended action concerned methane capture at large dairy facilities.
Source: NTEC, 2022.	

*Executive Order B-30-14, SB 32, and 2017 Scoping Plan*

SB 32 adopted and codified Executive Order B-30-15's goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2017 Scoping Plan addresses how this target may be achieved. Specifically, it states that the Plan "establishes a path that will get California to its 2030 target" and "identifies how the State can reach our 2030 climate target to reduce...GHG emissions by 40 percent from 1990 levels." The 2017 Scoping Plan also acknowledges how many emission reduction strategies would establish "a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050." The 2017 Scoping Plan and the SB 32 objectives that drive it involve 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. Although a number of these strategies are currently promulgated, some 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. The 2017 Scoping Plan outlines and provides the basis for policies that are anticipated to help California achieve its targeted GHG emissions reductions for 2030 and beyond. Thus, it follows that if the Project would be consistent with the 2017 Scoping Plan, then the Project would be consistent with State efforts to achieve the 2030 GHG emissions target that was established by Executive Order B-30-15 and codified by AB 32. It also follows that the Project would be consistent with efforts to progress "on the path" to the 2050 target, as well.

Table VIII-3 provides a more specific evaluation of the Project's consistency with applicable strategies of the 2017 Scoping Plan. Based on this evaluation, the Project would be consistent with all feasible and applicable strategies recommended in the 2017 Scoping Plan. Therefore, the Project would be consistent with State efforts to achieve the 2030 GHG emissions reduction target that was established by Executive Order S-3-05 and codified by AB 32. The Project would also be consistent with efforts to progress "on the path" to the 2050 target, as well.

**Table VIII-3  
Consistency with the 2017 Scoping Plan**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<p><b>Senate Bill 350 (SB 350):</b> Requires 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.</p> <p>Increase RPS to 50 percent of retail sales by 2030.</p> <p>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.</p>	<p>CPUC, CEC, CARB</p>	<p><b>Consistent.</b> As LADWP would provide electricity service to the Project Site, and as LADWP is tasked with achieving the latest SB 100 and Green New Deal renewables mandates that exceed the prior SB 350 mandates, the Project would use electricity that goes beyond the renewables requirements of SB 350.</p> <p>The Project would be designed to meet the CALGreen building standards that are in effect at the time of its permitting.</p>
<p><b>Senate Bill 100 (SB 100):</b> The California Renewables Portfolio Standard Program (2018) requires a Statewide renewables energy portfolio that requires retail sellers to procure renewable energy that is at least 50 percent by December 31, 2026, and 60 percent by December 31, 2030. It would also require that local publicly owned electric utilities procure a minimum quantity of electricity from renewable energy resources and achieve 44 percent of retail sales by December 31, 2024, and 60 percent by December 31, 2030.</p>	<p>LADWP, CPUC</p>	<p><b>Consistent.</b> LADWP is required to generate electricity that would achieve these renewables mandates. As LADWP would provide electricity service to the Project, the Project would use electricity that is consistent with the requirements of SB 100.</p>
<p><b>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</b></p> <ul style="list-style-type: none"> <li>At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.</li> </ul>	<p>CARB, CalSTA, SGC, CalTrans CEC, OPR, Local agencies</p>	<p><b>Consistent.</b> GHG emissions generated by Project-related vehicular travel would benefit from the proposed regulations, and mobile source emissions generated by the Project would be reduced with the implementation of standards under the</p>

**Table VIII-3  
Consistency with the 2017 Scoping Plan**

<ul style="list-style-type: none"> <li>• At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.</li> <li>• Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations.</li> <li>• Medium and heavy-duty GHG Phase 2</li> <li>• Innovative Clean Transit</li> <li>• Last Mile Delivery</li> <li>• 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.”</li> </ul>		<p>Advanced Clean Cars Program, consistent with the reduction of GHG emissions under AB 32. However, mobile source GHG emissions estimates do not include the additional 34-percent reduction in mobile source emissions attributable to this program. The Project would support this regulation as it would include electric vehicle charging facilities.</p> <p>The Project would indirectly benefit from CARB's Innovative Clean Transit and Advanced Clean Trucks programs, which were adopted in December 2018 and March 2021, respectively.</p> <p>With regard to SB 375, the Project's consistency with SCAG's latest 2020-2045 RTP/SCS is discussed later in this section. Implementation of the 2020-2045 RTP/SCS, which the Project would aid in, is projected to reduce per capita transportation emissions 19 percent by 2035 (as compared to 2005 levels), thus enabling the SCAG region to fulfil its portion of SB 375 compliance.</p>
<p><b>Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)</b></p>	<p>CARB</p>	<p><b>Consistent.</b> The Project's consistency with SCAG's latest 2020-2045 RTP/SCS is discussed later in this section. Implementation of the 2020-2045 RTP/SCS, which the Project would aid in, is projected to reduce per capita transportation emissions 19 percent by 2035 (as compared to 2005 levels), thus enabling the SCAG region to fulfil its portion of SB 375 compliance.</p>

**Table VIII-3  
Consistency with the 2017 Scoping Plan**

<p><b>By 2019, adjust performance measures used to select and design transportation facilities.</b> Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection).</p>	<p>CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans</p>	<p><b>Not Applicable.</b> The Project would not involve the construction of any transportation facilities. The Project's consistency with SCAG's latest 2020-2045 RTP/SCS is discussed later in this section. Not only would the Project be located in an HQT, but its development would help leverage any future transit-related investments and improvements to the area.</p>
<p><b>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).</b></p>	<p>CalSTA, Caltrans, CTC, OPR/SGC, CARB</p>	<p><b>Consistent.</b> The Project would not conflict with this policy as it would provide EV parking as required by Code.</p>
<p><b>Implement California Sustainable Freight Action Plan:</b></p> <ul style="list-style-type: none"> <li>• Improve freight system efficiency.</li> <li>• Deploy over 100,000 freight 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.</li> </ul>	<p>CalSTA, CalEPA, CNRA, CARB, CalTrans, CEC, GoBiz</p>	<p><b>Not Applicable.</b> This action/strategy calls upon State agencies and regulators to implement recommendations of the California Sustainable Freight Action Plan. The Project's future warehouse or manufacturing tenants may be subject to, or influenced by, future implementation of these recommendations.</p>
<p><b>Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.</b></p>	<p>CARB</p>	<p><b>Consistent.</b> On September 27, 2018, CARB amended the LCFS regulation to target a 20 percent reduction in CI from a 2010 baseline by 2030. 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 the LCFS. CalEEMod, which was used to estimate the Project's GHG emissions, accounts for the LCFS when calculating mobile source GHG emissions.</p>

**Table VIII-3  
Consistency with the 2017 Scoping Plan**

<p><b>Implement the Short-Lived Climate Pollutant Strategy by 2030:</b></p> <ul style="list-style-type: none"> <li>40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.</li> <li>50 percent reduction in black carbon emissions below 2013 levels.</li> </ul>	<p>CARB, CalRecycle, CDFA, SWRCB, Local air districts</p>	<p><b>Consistent.</b> The Project would comply with the CARB Short-Lived Climate Pollutant (SLCP) Reduction Strategy, which limits the use of hydrofluorocarbons for refrigeration uses.</p>
<p><b>By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.</b></p>	<p>CARB, CalRecycle, CDFA, SWRCB, Local air districts</p>	<p><b>Not Applicable.</b> This strategy calls on regulators to reduce GHG emissions from landfills and is not applicable to the Project. Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is responsible for achieving a 75-percent reduction in the level of statewide disposal of organic waste (from 2014 levels) by 2025.</p>
<p><b>Implement the post-2020 Cap-and-Trade Program with declining annual caps.</b></p>	<p>CARB</p>	<p><b>Not Applicable.</b> This applies to State regulators and is not applicable to the Project. 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.</p>
<p><b>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink:</b></p> <ul style="list-style-type: none"> <li>Protect land from conversion through conservation easements and other incentives.</li> <li>Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.</li> </ul>	<p>CNRA and departments within, CDFA, CalEPA, CARB</p>	<p><b>Not Applicable.</b> This applies to State regulators and is not applicable to the Project. This regulatory program applies to Natural and Working Lands, and it is 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.</p>



**Table VIII-3  
Consistency with the 2017 Scoping Plan**

<ul style="list-style-type: none"> <li>Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.</li> <li>Establish scenario projections to serve as the foundation for the Implementation Plan.</li> </ul>		
<b>Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018</b>	CARB	<b>Not Applicable.</b> This applies to State regulators and is not applicable to the Project. This regulatory program applies to Natural and Working Lands, and it is 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.
<b>Implement Forest Carbon Plan</b>	CNRA, CAL FIRE, CalEPA and departments within	<b>Not Applicable.</b> This applies to State regulators and is not applicable to the Project. This regulatory program applies to state and federal forest land, and it is not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.
<b>Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.</b>	State Agencies and Local Agencies	<b>Not Applicable.</b> This applies to State regulators and is not applicable to the Project. Funding and financing mechanisms are the responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.
Source: CARB, California's 2017 Climate Change Scoping Plan, November 2017.		

## ***Regional***

### ***2020-2045 RTP/SCS***

SCAG's latest 2020-2045 RTP/SCS (Connect SoCal) is expected to help the SCAG region, and in turn California, reach its latest GHG reduction goals. Implementation of the 2020-2045 RTP/SCS is projected to reduce per capita vehicle GHG emissions by 19 percent by 2035, thus enabling the region to fulfill its portion of SB 375 compliance. Implementation is also projected to reduce daily VMT per capita by 5 percent by 2045.

Generally, projects are considered consistent with the provisions and policies of applicable City and regional land use plans and regulations if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The land use pattern emphasized by the 2020-2045 RTP/SCS involves concentrating new, dense housing, and/or job growth in infill locations and HQTAs in an effort to facilitate alternative transportation modes and reduce vehicle trips and VMT. Development of the Project would be consistent with this land use pattern and related smart growth policies to increase employment density within HQTAs. The Project is currently improved with mostly surface parking area, and two of the Project's three existing tenant spaces are currently non-operational. Therefore, existing Project uses are not fully leveraging the Site's location within a HQTA. Development of the Project would increase employment at the Site and provide the opportunity for employees and other Project users to utilize local transit options, which would reduce vehicle trips and VMT. Further, the RTP/SCS also identifies "Job Centers," which represent areas with significantly higher employment density than surrounding areas. The RTP/SCS seeks to prioritize employment growth in existing Job Centers to leverage existing density and infrastructure. The Project is located in or near the Valley Job Center, which the RTP/SCS identifies as being generally north of Roscoe Boulevard and east of Topanga Canyon Boulevard. Therefore, development of the Project would also be consistent with the RTP/SCS's strategies concerning Job Centers. Given these considerations, the Project is appropriately located and would support the RTP/SCS and its smart growth strategies to efficiently coordinate land usage and transportation in order to reduce regional VMT and related GHG emissions.

Table VIII-4 includes further discussion regarding the Project's consistency with the applicable GHG-related performance measures and objectives of the 2020-2045 RTP/SCS.

**Table VIII-4  
Consistency with the 2020-2045 RTP/SCS**

<b>Objectives</b>	<b>Consistency Analysis<sup>a</sup></b>
Increase percentage of region's total household growth occurring within HQTAs.	<b>Not Applicable.</b> The Project does not propose the construction of housing. Development of the Project would not result in the removal or displacement of existing housing units.
Increase percentage of the region's total employment growth occurring within HQTAs.	<b>Consistent.</b> The Project is located in a HQTAs and would increase employment density associated with the Project Site.
Decrease total acreage of greenfield or otherwise rural land uses converted to urban use.	<b>Consistent.</b> The Project is an urban infill development that would reduce the demand for sprawl development in greenfield or rural areas on the fringes of Southern California.
Decrease daily vehicle miles driven per person.	<b>Consistent.</b> The Project would be consistent with the RTP/SCS and therefore would not conflict with its goal to reduce daily VMT per capita by 5% by 2045. The Project's location in a HQTAs would encourage future and employees and other users to utilize local high quality transit options, thereby reducing their per capita VMT.
Decrease average daily distance traveled for work and non-work trips (in miles)	
Increase percentage of work and non-work trips which are less than 3 miles in length.	<b>Consistent.</b> The Project is an urban infill development, and its proximity to communities with a high density of housing, jobs, and other destinations, all in a transit-rich environment, would increase the percentage of trips that are less than three miles in length.
Increase share of short trip lengths for commute purposes.	
Decrease average minutes of delay experienced per capita due to traffic congestion.	<b>Consistent.</b> The nature of the Project as an urban infill development; its proximity to communities with a high density of housing, jobs, and other destinations; and its location in a HQTAs would help reduce the rate of traffic and congestion growth. Additionally, all development options are estimated to result in a net reduction of daily trips when compared to the site's previous and existing uses.
Decrease excess travel time resulting from the difference between a reference speed and actual speed.	<b>Consistent.</b> For similar reasons as above, the Project would help reduce traffic congestion-related delays for general vehicles.
Increase percentage of PM peak period trips completed within 45 minutes by travel mode.	<b>Consistent.</b> As stated above, the Project would help reduce traffic congestion-related delays for general vehicles. Additionally, because of the Project's proximity to communities with a high density of housing, jobs, and other destinations, the share of PM peak period trips that are less than 45 minutes would increase as compared to a scenario

Objectives	Consistency Analysis <sup>a</sup>
	in which the Project is developed in an urban sprawl location.
Increase percentage of trips that use transit (work and all trips)	<b>Consistent.</b> The Project's location in a HQTa and would encourage transit use by future employees and other project users and help increase transit mode share.
Decrease average travel time to work (all modes)	<b>Consistent.</b> For the reasons discussed above, the Project would be consistent with this objective.
Increase percentage of trips using either walking or biking (by trip type)	<b>Consistent.</b> The Project would include 58 bicycle parking spaces. Additionally, Winnetka Avenue is designated a "Neighborhood Enhanced Network" by the City's Mobility Plan 2035 and contains Class II bicycle lanes.
Reduce per capita GHG emissions (from 2005 levels)	<b>Consistent.</b> The Project would be consistent with AB 32, SB 32, SB 375, and other initiatives designed to reduce per capita GHG emissions from 2005 levels.
Increase percentage of trips using a travel mode other than single occupancy vehicle (SOV)	<b>Consistent.</b> For the reasons discussed above, the Project would be consistent with this objective.
Source: Southern California Association of Governments; 2020-2045 RTP/SCS; September 2020.	

## Local

### *City of Los Angeles Mobility 2035 Plan*

While the Mobility 2035 Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation and targeting GHG through a more sustainable transportation system. The Project is consistent with these general objectives for many, if not all, the same reasons that it is consistent with SCAG's RTP/SCS, which prioritizes similar strategies to reduce GHG emissions from transportation. Development of the Project would be consistent with local and regional smart growth strategies to increase employment density within areas served by high quality transit in order to reduce vehicle trips and VMT. In this way, the Project is appropriately located and would support these strategies to efficiently coordinate land usage and transportation to reduce transportation-related GHG emissions.

### *Sustainable City pLAn/Green New Deal*

The Sustainable City pLAn, a mayoral initiative, 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. Though the Sustainable City pLAN and its update, the City's Green New Deal, are not plans that have been adopted solely to reduce GHG emissions, the Green New Deal includes climate mitigation as one of eight explicit benefits that help define its strategies and goals.

Generally, these plans provide information as to how the City will manage buildings and infrastructure in its control. They also provide specific targets related to housing and development, as well as mobility and transit. For example, targets include reducing VMT per capita by 5 percent by 2025 and increasing trips made by walking, biking, or transit by at least 35 percent by 2025. The latest Green New Deal document establishes targets such as achieving 100 percent renewable energy by 2045, diverting 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035. Although the Sustainable City pLAN and Green New Deal are not adopted plans that are directly applicable to private development projects, the Project would benefit from the City's commitment to the goals and aspirations outlined in these documents. The Project's relation to actions and measures contained in the *Green New Deal* are contained in Table VIII-5.

#### *City of Los Angeles Green Building Ordinance*

Pursuant to the City's Los Angeles Green Building Ordinance, the Project would comply with the Los Angeles Green Building Code. Under the City's Green Building Code, the Project must incorporate measures and design elements that reduce the carbon footprint of development. The Project would meet each of the ordinance's requirements for implementing specific measures and/or meeting performance standards for resource conservation. This would include: (1) measures to reduce storm water pollution, providing designated parking for bicycles and low-emission vehicles, including wiring for electric vehicle facilities, reducing light pollution, and designing grading and paving to prevent surface water from entering buildings; (2) meeting Title 24 standards; (3) providing plumbing fixtures and fixture fittings that reduce potable water use, providing irrigation controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs, and implementing wastewater reduction measures to reduce outdoor potable water use; (4) diverting 75 percent of solid waste to landfills through source reduction, recycling, and composting, and providing adequate storage areas for collection and storage of recyclable waste materials, and (5) meeting strict standards for any fireplaces and woodstoves, covering duct openings and protecting mechanical equipment during construction, and meeting other requirements for reducing emissions from flooring systems, CFC and halon use (if any), and other project amenities.

**Table VIII-5**  
**Consistency with Applicable GHG Emissions Goals and Actions of LA's Green New Deal**

Action	Description	Consistency Analysis
<b>Focus Area: Renewable Energy</b>		
<p>Increase cumulative MW by 2025; 2035; and 2050 of:</p> <ul style="list-style-type: none"> <li>Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW.</li> <li>Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW.</li> <li>Demand response (DR) programs to 234 MW (2025) and 600 MW (2035).</li> </ul>		<p><b>Consistent.</b> The Project would include rooftop solar zones and would include solar facilities that are in line with CALGreen and Los Angeles Green Building Code requirements.</p>
<b>Focus Area: Local Water</b>		
<p>Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.</p>	<p>The City would build upon the success of the Save the Drop program and develop additional water conservation campaigns. In addition, the City would continue to benchmark customer use and improve data gathering to identify effective programs.</p>	<p><b>Consistent.</b> While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce water use. The Project would be built consistent with relevant California Plumbing Code, CALGreen, Los Angeles Plumbing Code, and Los Angeles Green Building Code standards that apply at the time of the Project's permitting.</p>
<b>Focus Area: Clean and Healthy Buildings</b>		
<p>All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.</p>	<p>The City would perform a complete building electrification study and develop supporting programs. Financing and incentives would be expanded in existing energy efficiency and solar incentive programs.</p>	<p><b>Consistent.</b> While this action primarily applies to the City, the Project would be designed and operated to meet the applicable requirements of CALGreen and the Los Angeles Green Building Code. The Project would be subject to the latest Title 24 Standards or future standards, which are a major step towards achieving future zero net energy goals.</p>

**Table VIII-5**  
**Consistency with Applicable GHG Emissions Goals and Actions of LA's Green New Deal**

Reduce building energy use per square feet for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	The City would increase awareness of incentives and smart building energy management systems. An energy consumption report will be prepared to assess the energy-water nexus	<b>Consistent.</b> While this action primarily applies to the City, the Project would be designed and operated to meet or exceed the applicable requirements of CALGreen and the Los Angeles Building Code.
<b>Focus Area: Mobility and Public Transit</b>		
Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050.	The City would launch a regionally coordinated working group of mobility partners to encourage shared, sustainable mobility options. The City would support the implementation of a congestion pricing pilot. The City would identify opportunities to improve pedestrian comfort and update City standard plans for public works projects to integrate pedestrian-centric design into applicable projects. The City would implement Vision Zero safety improvements. The City would improve travel time on the County bus network by 30 percent by expanding DASH service and executing a suite of bus and transit corridor facility improvements. The City would continue to buildout its subway and light rail network. The City would expand the bike land network by 20 lane-miles per year and increase bicycle-supportive infrastructure like public bicycle parking. The City would expand electric car sharing options.	<b>Consistent.</b> As explained, this action primarily applies to the City. However, the Project would be supportive of this action. The Project would be located in a HQT, which would provide the opportunity for Project users to utilize nearby high quality transit options. The Project would also include 58 bicycle parking spaces, and it is conveniently located near Class II bicycle facilities along Winnetka Avenue.
Reduce Vehicle Miles Travelled (VMT) per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	The City would update the Transportation Demand Management (TDM) ordinance and develop first/last mile infrastructure improvements around transit stations. TDM strategies would also be implemented consistent with the West Side Mobility Plan to ease congestion. The City would launch a user-friendly searchable app mapping all curbside designations throughout the City. It would also expand the Metro Bike Share program to at least three new neighborhoods.	<b>Consistent.</b> As explained, this action primarily applies to the City. However, the Project would be supportive of this action. The Project would be located in a HQT, which would provide the opportunity for Project users to utilize nearby high quality transit options. The Project would also include 58 bicycle parking spaces, and it is conveniently located near Class II bicycle facilities along Winnetka Avenue.

**Table VIII-5**  
**Consistency with Applicable GHG Emissions Goals and Actions of LA's Green New Deal**

<b>Focus Area: Industrial Emissions and Air Quality Monitoring</b>		
Reduce industrial emissions by 38% by 2035; and 85% by 2050.	The City's milestones and initiatives surrounding this target involve actions related to oil well facilities, refineries and heavy industry, and gas extraction facilities.	<b>Consistent.</b> The Project does not propose the types of land uses that are the subject of this action.
Source: NTEC, 2022.		



### ***Plan Consistency Conclusion***

In summary, the consistency analysis provided above demonstrates that the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, the Project's GHG emissions would not result in a significant impact to the environment, and Project-specific impacts with regard to climate change would be less than significant.

### **Project GHG Emissions**

As discussed above, compliance with applicable GHG emissions reductions plans renders a Project's impact less than significant. In support of the consistency analysis provided above, the following quantitative estimates of the Project's GHG emissions are provided. The Project would result in direct and indirect GHG emissions generated by the following emissions sources:

- Construction: emissions associated with construction-related equipment and vehicle use.
- Area Sources: emissions associated with the on-site use of powered equipment.
- Energy Sources: emissions associated with the Project's electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting.
- Mobile Sources: emissions associated with the Project's related vehicle travel.
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.

### ***Construction***

Project construction is anticipated to last approximately one year. Construction scheduling, equipment, and tasks would be similar whether Option A, B, or C is implemented because Options A, B, and C propose the same three buildings with the same square footages. Therefore, construction-related GHG emissions for any of the three development options would be similar to the GHG emissions that are shown below in Table VIII-6.

As shown in Table VIII-6, construction of the Project is estimated to generate approximately 1,305.4 MTCO<sub>2</sub>e. As recommended by the SCAQMD, the total construction-related GHG 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 annual operational emissions) in order to determine the Project's annual GHG emissions inventory <sup>53</sup> This results in annual Project construction emissions of approximately 43.5 MTCO<sub>2</sub>e.

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<sup>53</sup> SCAQMD Governing Board Agenda Item 31. December 5, 2008.

**Table VIII-6  
All Options – Construction-Related Emissions**

Year	Emissions (MTCO <sub>2</sub> e)
2022	1,273.8
2023	31.6
<b>Total</b>	<b>1,305.4</b>
<b>Amortized over 30 years</b>	<b>43.5</b>
Source: NTEC, 2022.	

### **Operation**

Table VIII-7 shows the estimated GHG emissions for Option A, which is the light industrial use option for studio/production uses. Table VIII-8 shows the estimated GHG emissions for Options B and C, which are the manufacturing use and warehouse use options, respectively, with Option C including up to 25,000 square feet of refrigerated warehouse uses. The operational GHG emissions of Options B and C have been primarily modeled by utilizing a generalized “Industrial Park” land use type, which is characterized by a diversified mix of manufacturing, service, and warehouse facilities. This approach was taken for two primary reasons: First, this land use type best reflects the likelihood that the Project would ultimately consist of a mix of light industrial, manufacturing, and warehouse uses. Second, CalEEMod estimates that this land use type has similar or greater energy use and mobile trip type requirements than “Manufacturing” or “Unrefrigerated Warehouse” land use types, so utilizing the “Industrial Park” land use type generally results in similar or greater emissions projections than the other land use types. The trip rate used to model the operations emissions of Options B and C was set to reflect the vehicle trips that would be associated with Option B, which would be greater than trips associated with Option C. Both tables include the addition of the Project’s annualized construction-related GHG emissions, which would be similar for Options A, B, or C. As shown, Option A is estimated to result in approximately 4,812.9 MTCO<sub>2</sub>e per year. Options B and C are estimated to result in approximately 3,700.1 MTCO<sub>2</sub>e per year.

**Table VIII-7  
Option A – Annual GHG Emissions Summary**

Source	Emissions (MTCO <sub>2</sub> e)
Area	< 0.1
Energy	1,268.6
Mobile	2,984.9
Solid Waste	170.6
Water/Wastewater	345.3
Construction	43.5
<b>Total Emissions</b>	<b>4,812.9</b>
Source: NTEC, 2022.	

**Table VIII-8  
Options B and C – Annual GHG Emissions Summary**

Source	Emissions (MTCO <sub>2</sub> e)
Area	< 0.1
Energy	1,289.3
Mobile	1,855.2
Solid Waste	166.8
Water/Wastewater	345.3
Construction	43.5
<b>Total Emissions</b>	<b>3,700.1</b>
Source: NTEC, 2022.	

### **Conclusion**

The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated goals of reducing statewide emissions to 1990 levels, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB has adopted various plans and regulations to reduce statewide GHG emissions.

Consistent with CEQA Guidelines Section 15064(h)(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions: Executive Orders S-3-05 and B-30-015, AB 32, SB 32, CARB's Scoping Plans, the 2020-2045 RTP/SCS, the City of Los Angeles Mobility 2035 Plan, the City of Los Angeles Green New Deal, and the City of Los Angeles Green Building Ordinance.

Given the Project's consistency with these State, regional, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency 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 impacts are cumulatively less than significant.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- Phase I Environmental Site Assessment, Partner Engineering and Science, Inc., September 20, 2021.

The following analysis applies to Options A, B, and C as the impacts with respect to hazards and hazardous materials are, in part, based on specific Project Site conditions, which would be the same regardless of the use that occupies each building. In addition, the Project buildings and their location on the Project Site would be the same for all options, and all potential uses would be consistent with the existing zoning, which limits the types of manufacturing and light industrial uses that are permissible.

**a. 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 the public or the environment. Construction of the Project would not use a significant amount of hazardous materials, and the types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials necessary for construction of similar commercial buildings (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). While construction of the Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with the Project would be required to comply with all applicable federal, state, and local regulations governing such activities. As the Project would not use a significant amount of hazardous materials during construction, it would not create a significant hazard to the public or the environment, and this impact would be less than significant.

The Project includes removal of the existing movie theater building and ancillary uses from the Project Site and the construction of three buildings to be used for manufacturing, light industrial, studio production, warehousing, or other uses permitted in the MR2 zone. While the Project has the potential to place manufacturing or light industrial uses at the Project Site, these uses would be consistent with the existing zoning for the Project Site, which also places restrictions on the types of manufacturing/light industrial uses that would be permissible. To the extent that the Project would require the transport, use, or disposal of small amounts of hazardous materials (such as commercial-grade cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products), the use of these materials would be in accordance with existing local, state, and federal regulations, which would ensure the transport, storage, and use of these materials would not pose a significant hazard to the public or the environment. Therefore, the Project's impacts related to this issue would be less than significant.

**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?**

**Less Than Significant Impact.** A significant impact may occur if a project could potentially pose a hazard to the public or the environment by releasing hazardous materials into the environment

through accident or upset conditions. The following provides a summary of observations from the Phase I Environmental Site Assessment (Phase I ESA) prepared by Partner Engineering, which is included in Appendix D of this IS/MND).

During the site reconnaissance conducted as part of the Phase I ESA, no evidence of reportable quantities of hazardous substances was observed on the Project Site. Small quantities of retail cleaning products and general maintenance supplies were found to be properly labeled and stored with no signs of leaks, stains, or spills. According to the Phase I ESA, the storage and use of cleaning and maintenance supplies does not appear to pose a significant threat to the environmental integrity of the Project Site. In addition, no evidence of current or former aboveground storage tanks (ASTs) or underground storage tanks (USTs) was observed during the site reconnaissance. Finally, based on the age of the existing buildings, they are not likely to contain asbestos or lead based paint. Based on the analysis contained in the Phase I ESA, Partner Engineering concluded that there are no recognized environmental conditions or other environmental concerns at the Project Site and does not recommend any further investigation of the Project Site. Therefore, this impact would be less than significant.

**c. 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 significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. There are no schools within one-quarter mile of the Project Site. However, the following schools are located in the general Project area (at a greater distance than one-quarter mile): Limerick Avenue Elementary School; Superior Street Elementary School; Our Community School; Alfred B. Nobel Charter Middle School; Chaminade Middle School; Egremont School; and Chatsworth High School.

The types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials necessary for construction (e.g., paints, solvents, fuel for construction equipment, building materials, etc.), which could emit hazardous emissions. However, the use of these materials would comply with all applicable federal, state, and local regulations. In addition, there are intervening structures and roadways between the schools and the Project Site, and the distance between the Project Site and the nearest schools would ensure that the Project's use of these materials would not pose a hazard to these schools.

While the Project would be operational during school hours, to the extent that the Project would require the use of hazardous materials, such use would be in accordance with existing local, state, and federal regulations. In addition, there are intervening structures and roadways between the schools and the Project Site. Therefore, the Project would not pose a significant risk involving the routine transport, use, and disposal of hazardous materials or the accidental release of hazardous materials, and impacts associated with the emission of hazardous materials near an existing or proposed school would be less than significant.

**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 it create a significant hazard to the public or the environment?**

**Less Than Significant Impact.** California Government Code Section 65962.5 requires various state agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis, commonly referred to as the “Cortese List.” A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. According to the Phase I ESA (included in Appendix D of this IS/MND), the Project Site appears on the following two database listings:

- California Drive-In Theater Inc., listed at 9201 Winnetka Avenue, is identified on the Hazardous Waste Tracking System (HWTS) database. The HWTS account was created in December 1996 and inactivated in October 2000.
- 9210 Winnetka Avenue, listed at 9201 Winnetka Avenue, is identified on the California Integrated Water Quality System Project (CIWQS) database. A terminated stormwater construction permit was issued March 1997 and terminated in April 2004.

Based on the regulatory status and lack of listings in other databases indicating violations and/or a release, these listings are not considered to have created an environmental concern at the Project Site, and this impact would be less than significant.

**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 impact may occur if a project is located within an airport land use plan, or within two miles of a public airport or public use airport, and would subject people residing or working in the area to a safety hazard or excessive noise levels. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. Thus, implementation of the Project would not have the potential to exacerbate current environmental conditions as to result in a safety hazard or excessive noise for people residing or working in the area of the Project Site, and no impact would occur.

**f. 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 traffic congestion that would interfere with the execution of

such a plan. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, temporary and limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially affect emergency access adjacent to the Project Site. Access to the Project Site and surrounding area during construction of the Project would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Furthermore, prior to the issuance of a building permit, the Project Applicant would be required by the Los Angeles Fire Department (LAFD) and the Department of Building and Safety to develop an emergency response plan for the Project in consultation with the LAFD and the Los Angeles Department of Transportation (LADOT). The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Preparation and implementation of the Project-specific emergency response plan as required by City regulations would ensure that Project impacts related to emergency response would be less than significant.

**g. 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 poses 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.<sup>54</sup> Therefore, no impact regarding this topic would occur, and no further analysis of this topic in the EIR is required.

**Cumulative Impacts**

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the Project Site boundaries. The only identified related project is the mixed-use project located east of the Project Site across Winnetka Avenue, and as described previously, this related project has already been developed. The related project includes a mix of residential, office, and retail uses, and therefore, it is not likely to use large amounts of hazardous materials. As stated previously, the Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.

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<sup>54</sup> City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, January 21, 2022.



## X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis applies to Options A, B, and C as the impacts with respect to hydrology and water quality are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building. In addition, the Project buildings and their location on the Project Site would be the same for all options.

**a. 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 which does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Thus, a significant impact could 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 or would not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB).

The Project would be required to comply with the NPDES General Construction Permit, which satisfies the LARWQCB water quality standards, including the preparation of a SWPPP and implementation of BMPs, required to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements, would ensure that the Project complies with the LARWQCB standards and therefore that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project has the potential to introduce small amounts of pollutants (e.g., typical commercial cleaning products, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains, however during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment projects in the City that require a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance, the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment protocols. Regulatory compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Regulatory compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the Project would not

violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Compliance with these regulations would ensure construction and operational activities of the Project would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality, and Project impacts related to water quality would be less than significant.

**b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**No 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 Project Site is located in an urbanized area of the City and is developed with impervious surfaces (commercial building and surface parking lot). During a storm event, stormwater runoff flows to the adjacent roadways where it is directed into the City's storm drain system. As such, the Project Site is not a source of groundwater recharge. Following redevelopment of the Project Site, groundwater recharge would remain negligible, similar to existing conditions.

Based on the Geotechnical Investigation conducted for the Project Site (refer to Appendix D-1 of this IS/MND), free groundwater was not encountered during the drilling of any borings. Based on the lack of any water within the borings and the moisture contents of the recovered soil samples, static groundwater is considered to have existed at a depth in excess of 25 feet at the time of the subsurface exploration.<sup>55</sup> Therefore, it is not likely that any temporary dewatering would be required during construction, particularly because the Project does not include the construction of any subterranean levels. Finally, all water consumption associated with the Project would be supplied by LADWP and not from any groundwater beneath the Project Site. Thus, no impacts related to groundwater would occur as a result of the Project.

**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;**

**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. The Project Site is located in a highly urbanized area of the City, and there are no natural watercourses on the Project Site. As discussed above, the Project Site is currently developed with an existing commercial building and associated parking lot and is therefore completely

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<sup>55</sup> Geotechnical Investigation, SoCalGeo, November 5, 2021, page 7.

impervious. Current stormwater runoff flows to the local storm drain system. Under the post-Project condition, the Project Site would continue to be impervious, and the Project Applicant would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. While grading and construction activities may temporarily alter the existing drainage patterns of the Project Site, BMPs would be implemented to minimize soil erosion impacts during Project grading and construction activities. In addition, the Project Applicant would be required to implement a LID Plan (during operation), which would reduce the amount of surface water runoff leaving the Project Site after a storm event. Specifically, the LID Plan would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inch of rainfall in a 24-hour period. Therefore, the Project would not result in substantial erosion or siltation on- or off-site, impacts would 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;**

**Less Than Significant 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. Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns and change off-site flows. However, construction and operation of the Project would not result in a significant increase in site runoff or any changes in the local drainage patterns that would result in flooding on- or off-site, as the Project Site is currently developed with a commercial building and associated parking lot and the Project would construct a similarly impervious surface at the Project Site. The Project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. Regulatory compliance with the LID Ordinance would also reduce the amount of surface water runoff leaving the Project Sites as compared to the current conditions. Project impacts would therefore be less than significant.

**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**

**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, or if a project would substantially increase the probability that polluted runoff would reach storm drains. Runoff from the Project Site currently is and would continue to flow toward the existing storm drain system along Winnetka Avenue.<sup>56</sup>

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

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<sup>56</sup> Navigate LA, Storm Drains Layer: <http://navigatela.lacity.org/navigatela/>.

moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment.

Pursuant to City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite no increase of imperviousness surfaces on the Project Site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. During construction, the Applicant will be required to demonstrate compliance with NPDES permitting, and will implement all applicable and mandatory BMPs in accordance with the approved LID Plan and the SWPPP. These "good-housekeeping" practices would ensure that short-term construction-related activities would not result in polluted stormwater leaving the site.

Pollutants resulting from Project operation, including petroleum products associated with the Project's parking and circulation areas, would be subject to the requirements and water quality standards and wastewater discharge BMPs set forth by the City, the SWRCB, and the Project's approved LID Plan. Further, the project would be required to comply with the NPDES and applicable LID Ordinance requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters inch of rainfall in a 24-hour period. Thus, the Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, Project impacts related to storm drain capacity and water quality would be less than significant.

#### **iv. Impede or redirect flood flows?**

**No Impact.** The Project Site is not located near any bodies of water, rivers, or streams that are subject to flooding. Thus, the Project would not have the potential to impede or redirect flood flows and no impact related to this issue would occur.

#### **d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity. The Project Site is not located within a 100-year flood zone, as mapped by the Federal Emergency Management Agency (FEMA, Flood Insurance Rate Map number 06037C1280F).<sup>57</sup> Further, the Project Site is located approximately 13.5 miles north of the Pacific Ocean. In addition, the Safety Element of the

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<sup>57</sup> FEMA Flood Map Service Center, Search by Address, website: <https://msc.fema.gov/portal/search?AddressQuery=9201%20Winnetka%20avenue%2C%20Chatsworth%2C%20ca#searchresultsanchor>, accessed January 21, 2022.

General Plan does not map the Project Site as being located within an area potentially affected by a tsunami. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow, and no impact would occur.

**e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact.** The Project is within the jurisdiction of the LARWQCB, and grading, excavation, and other construction activities associated with the implementation of the Project could impact water quality due to erosion resulting from exposed soils that may be transported from the Project Site in stormwater runoff. Compliance with the NPDES program would ensure that stormwater pollutants would not substantially degrade water quality. Further, the Project would be required to comply with the City's SUSMP requirements. Compliance with these regulations would ensure that Project impacts with respect to a water quality control plan or groundwater management plan would be less than significant.

**Cumulative Impacts**

The Project would be located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as discussed previously, has already been developed. All new development in the City, such as the Project and the related project, is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, cumulative impacts related to hydrology and water quality would be less than significant.

## XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis applies to Options A, B, and C as the Project buildings and their location on the Project Site would be the same regardless of the use that occupies each building. In addition, all potential uses are consistent with the Project Site's existing zoning and land use designation.

### a. Physically divide an established community?

**No Impact.** A significant impact may occur if a project is 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 which 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 Site is located in a highly urbanized area of the City currently developed with commercial uses and associated surface parking. Additionally, the Project Site is entirely surrounded by existing development and roadways. Regarding the surrounding land uses, the Project would provide commercial uses (manufacturing, light industrial, studio production, warehouse, and/or other use allowed in the MR2 zone) consistent with the existing zoning for the Site, and in an area containing similar uses. As such, the Project would be compatible with and complement existing and proposed uses in the surrounding area and would not be of a density, scale, or height to constitute a physical barrier separating an established community. Thus, no impact would occur.

### 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?

**Less Than Significant Impact.** A project is considered consistent with the provisions and general policies of an applicable City or regional land use plans and regulations if it is consistent with the overall intent of the plans and would not preclude the attainment of its primary goals.<sup>58</sup> More specifically, according to the ruling in *Sequoyah Hills Homeowners Association v. City of Oakland*, state law does not require an exact match between a project and the applicable general plan.

<sup>58</sup> Sequoyah Hills Homeowners Association v. City of Oakland (1993) 23 Cal.App.4th 704, 719.

Rather, to be “consistent,” the project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning that a project must be in “agreement or harmony” with the applicable land use plan to be consistent with that plan.

Various local and regional plans and regulatory documents guide development of the Project Site. The following discussion addresses the Project’s consistency with the requirements and policies of SCAG’s RTP/SCS, the City’s General Plan (including the Framework Element), the Chatsworth-Porter Ranch Community Plan, and the LAMC, to the extent that various goals, objectives, and policies of these plans have been adopted for the purpose of avoiding or mitigating an environmental effect.

As discussed below, the Project would be substantially consistent with all of the applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. Therefore, Project impacts related to land use and planning would be less than significant, as further described below.

## **Regional**

### ***SCAG’s 2020-2045 RTP/SCS***

SB 375 requires MPOs such as SCAG to revise and update their RTPs and SCS’ periodically. On September 3, 2020, SCAG’s Regional Council formally adopted the 2020-2045 RTP/SCS (also known as Connect SoCal). The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

The 2020-2045 RTP/SCS outlines more than \$638 billion in transportation system investments through 2045 and was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The 2020-2045 RTP/SCS includes strategies for accommodating projected population, household, and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and HQTAs and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.



## Project Consistency Discussion

As discussed on Table XI-1, the Project would be substantially consistent with the goals and principles contained in the 2020-2045 RTP/SCS.

**Table XI-1  
Project Consistency with the 2020-2045 RTP/SCS**

Goals and Guiding Principles	Consistency Assessment
<b>Goal 1</b> Encourage regional economic prosperity and global competitiveness.	<b>Not Applicable/Consistent.</b> This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct light industrial (including studio production), manufacturing, and/or warehouse uses near other industrial and commercial uses in an urbanized area, supporting the regional economic prosperity and global competitiveness of Southern California.
<b>Goal 2</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>Consistent.</b> The Project Site is located in a highly urbanized area in the City. The Project includes development of light industrial (including studio production), manufacturing, and/or warehouse uses in close proximity to existing commercial uses, and public transit, including Metro and AVTA bus lines. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.
<b>Goal 3</b> Enhance the preservation, security, and resilience of the regional transportation system.	<b>Not Applicable.</b> This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Goal 4</b> Increase person and goods movement and travel choices within the transportation system.	<b>Consistent.</b> The Project includes development of light industrial (including studio production), manufacturing, and/or warehouse uses near other industrial and commercial uses. The Project would include 58 bicycle parking spaces, which would support bicycle use as a mode of transportation to and from the Project Site. In addition, the Project Site's location near robust transit opportunities (including Metro and AVTA bus lines) would further reduce dependence on automobile travel, reducing VMT.
<b>Goal 5</b> Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> The Project includes development of light industrial (including studio production), manufacturing, and/or warehouse uses near other industrial uses. The Project would include 58 bicycle parking spaces, which would support

**Table XI-1**  
**Project Consistency with the 2020-2045 RTP/SCS**

Goals and Guiding Principles	Consistency Assessment
	bicycle use as a mode of transportation to and from the Project Site. In addition, the Project Site's location near robust transit opportunities (including Metro and AVTA bus lines) would further reduce dependence on automobile travel, reducing VMT and associated GHG emissions and other pollutant emissions.
<b>Goal 6</b> Support healthy and equitable communities.	<b>Consistent.</b> The Project includes development of light industrial (including studio production), manufacturing, and/or warehouse uses. Given the urban nature of the Project Site area, Project employees would be able to walk and bike to/from work. In addition, the Project Site's location near robust transit opportunities (including Metro and AVTA bus lines) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.
<b>Goal 7</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Consistent.</b> The Project includes development of light industrial (including studio production), manufacturing, and/or warehouse uses on an infill site in an urbanized area of the City that is near several sources of transit, including Metro and AVTA bus line. The Project would also include 58 bicycle parking spaces. The Project Site's proximity to transit and the Project's inclusion of bicycle parking help to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
<b>Goal 8</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>Not Applicable.</b> This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Goal 10</b> Promote conservation of natural and agricultural lands and restoration of habitats.	<b>Consistent.</b> The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
<b>Guiding Principle 1</b> Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 2</b> Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 3</b> Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
<b>Guiding Principle 4</b> Encourage RTP/SCS investments and strategies that collectively result in	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that are

**Table XI-1  
Project Consistency with the 2020-2045 RTP/SCS**

<b>Goals and Guiding Principles</b>	<b>Consistency Assessment</b>
reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	responsible for developing, maintaining, and improving the regional transportation system.
<b>Guiding Principle 5</b> Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
<b>Guiding Principle 6</b> Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	<b>Not Applicable.</b> This principle is directed toward SCAG that has the responsibility of monitoring the progress of Connect SoCal.
<b>Guiding Principle 7</b> Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	<b>Not Applicable.</b> This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Source: 2020-2045 RTP/SCS.	

## **Local**

### ***City of Los Angeles General Plan***

The City's General Plan, adopted December 1996 and re-adopted August 2001, provides general guidance on land use issues for the entire City. The General Plan consists of a Framework Element (including chapters pertaining to Land Use and Urban Form and Neighborhood Design), a Land Use Element (comprising 35 community plans prepared for distinct geographic areas of the City), and 10 Citywide elements.

#### ***Framework Element***

The Framework Element of the General Plan serves as guide for the City's overall long-range growth and development policies and serves as a guide to update the community plans and the Citywide elements. The Citywide elements address functional topics that cross community boundaries, such as transportation, and address these topics in more detail than is appropriate in the Framework Element, which is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall general plan. The Framework Element provides a conceptual relationship between land use and transportation and provides guidance for future updates to the various elements of the General Plan but does not supersede the more detailed community and specific plans. The Land Use chapter of the Framework Element contains Long Range Land Use Diagrams that depict the generalized distribution of centers, districts, and mixed-use boulevards throughout the City, but the community plans determine the specific land use designations. The Land Use Element of the General Plan is contained within 35 community plans.

The Project Site is located in the Chatsworth-Porter Ranch Community Plan (Community Plan) Area, discussed further below.

### Project Consistency Analysis

As discussed on Table XI-2, the Project would be substantially consistent with policies contained in the Framework Element.

**Table XI-2  
Project Consistency with Applicable Policies of the Framework Element**

Objective	Project Consistency
<b>Framework Element: Land Use Chapter</b>	
<p><b>Goal 3A</b> A physically balanced distribution of land uses that contributes towards and facilitates the</p> <ul style="list-style-type: none"> <li>• City's long-term fiscal and economic viability,</li> <li>• Revitalization of economically depressed areas,</li> <li>• Conservation of existing residential neighborhoods,</li> <li>• Equitable distribution of public resources,</li> <li>• Conservation of natural resources,</li> <li>• Provision of adequate infrastructure and public services,</li> <li>• Reduction of traffic congestion and improvement of air quality,</li> <li>• Enhancement of recreation and open space opportunities,</li> <li>• Assurance of environmental justice and a healthful living environment, and</li> <li>• Achievement of the vision for a more livable city.</li> </ul>	<p><b>Consistent.</b> The Project would revitalize the Project Site by converting a vacant/underutilized "light manufacturing" property into a viable light industrial use that would attract new high-tech, green-tech, and clean-tech industry to the area as well as provide new jobs.</p> <p>Each of the Project's potential development options is estimated to result in a reduction of vehicle trips as compared to the Site's existing and prior uses.<sup>59</sup> As a result, the Project would not contribute to additional traffic congestion in the area. The Project would also include 58 bicycle parking spaces, which would support bicycle use as a mode of transportation to and from the Project Site. In addition, the Project Site's location near robust transit opportunities (including Metro and AVTA bus lines) would further reduce dependence on automobile travel, reducing VMT and associated GHG emissions and other pollutant emissions.</p>
<p><b>Policy 3.4.2</b> Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram and as specifically shown on the community plans.</p>	<p><b>Consistent.</b> The Project includes the development of manufacturing, light industrial, studio production, and/or warehouse uses, on a site that is zoned for such uses and is designated for Light Manufacturing uses in the Chatsworth-Porter Ranch Community Plan.</p>
<p><b>Goal 3J</b> Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.</p>	<p><b>Consistent.</b> The Project helps achieve this goal by converting a vacant/underutilized "light manufacturing" property into a viable light industrial use that would attract new high-tech, green-tech, and clean-tech industry to the area as well as provide new jobs.</p>
<p><b>Objective 3.14</b> Provide land and supporting services for the retention of existing and attraction of new industries.</p>	<p><b>Consistent.</b> The Project includes development of light industrial (including studio production), manufacturing, warehouse, and/or any other uses</p>

<sup>59</sup> Linscott, Law & Greenspan Engineers. Winnetka Industrial Project – Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment, December 2021, included in Appendix F of this IS/MND.

**Table XI-2**  
**Project Consistency with Applicable Policies of the Framework Element**

Objective	Project Consistency
<b>Policy 3.14.4</b> Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.	permitted in the MR2 zone on a site that is zoned for such uses. The Project would not include any commercial or non-industrial uses.
Source: City of Los Angeles General Plan.	

### *Chatsworth-Porter Ranch Community Plan*

The Community Plan is one of 35 Community Plans established for different areas of the City that are intended to implement the policies of the General Plan Framework. Together, the plans make up the Land Use Element of the General Plan. The Community Plan is intended to promote an arrangement of land uses, streets, and services, which will encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The Community Plan is also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

### Project Consistency Discussion

The Chatsworth-Porter Ranch Community Plan objectives and guidelines related to industrial land use are:

- To promote economic well-being and public convenience through designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose (Objective 4, page 2).
- The Plan encourages continued development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley. (Industrial Standards and Guidelines, page 8).

The Project would be substantially consistent with these goals and policies contained in the Community Plan. Specifically, the Project optimizes the use of an underutilized property in an existing light industrial/commercial center in the Enterprise Zone, partially fulfills the job opportunity needs of local residents, and sustains economic growth. The fact that the Project Site is in the M2 zone but the enactment of a Q-condition limits uses to the MR2 zone indicates that the intent of the City is to attract new manufacturing, light industrial, and warehouse uses to retain

the unique Chatsworth and Porter Ranch areas of the City as one of the few contiguous areas with the opportunity for multiple high-tech, green-tech, clean-tech, and bio-tech uses. For these reasons, the Project substantially conforms with the purposes, intent, and provisions of the General Plan and the applicable community plan (Chatsworth-Porter Ranch Community Plan).

### ***City of Los Angeles Zoning Code***

#### *Use*

The Project Site is within the [Q]M2-1 and P-1 zones. In 1974 the City Council adopted Ordinance No. 145,616 requiring a temporary [Q] Qualified classification for the M2-1 zoned portion of the Project Site that states: "Development of the property shall be limited to those uses permitted in the MR2-1 zone or for drive-in outdoor motion picture theatre purposes." In 1990 the City Council adopted Ordinance No. 165,788 making the [Q] Classification permanent. The P-1 zoned portion of the Project Site is located along the Winnetka Avenue frontage and has an approximate depth of 38 feet. The Project would include the development of warehouse, light industrial (including studio production), manufacturing uses, and/or any other use permitted in the MR2 zone. Therefore, the proposed uses would be consistent with the Project Site's existing zoning.

#### *Floor Area*

The Project Site is in Height District 1 that permits a Floor Area Ratio (FAR) of 1.5:1 and would allow up to 954,297 square feet of floor area (636,198 x 1.5). The Project has a maximum floor area of 273,500 square feet which is equivalent to a 0.43:1 FAR, significantly lower than the maximum permitted FAR. Therefore, the Project's FAR would be consistent with the Project Site's existing zoning.

### **Cumulative Impacts**

Given the built-out conditions of the greater Los Angeles region, including the Project area, cumulative development likely would convert existing underutilized properties in the Los Angeles area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would implement important local and regional goals and policies for the Los Angeles area, which would assist the City in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently utilizing existing infrastructure, reducing regional congestion, and improving air quality through the reduction of VMT. The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, which has already been developed, and which includes a mix of office, retail, and residential uses. Like the Project, this related project is subject to the same City development standards and requirements. The Project and the related project are consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers. Therefore, cumulative impacts related to land use and planning would be less than significant.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis applies to Options A, B, and C as impacts with respect to mineral resources are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building.

### **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?**

**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. The Project Site is not located in a City-designated Mineral Resource Zone 2 Area (MRZ-2).<sup>60</sup> Therefore, the Project would have no impact with respect to the loss of availability of a known regionally-important mineral resource, and no impact would occur.

### **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?**

**No Impact.** A significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction, and if 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 used or potentially available for locally-important mineral resource extraction. Government Code Section 65302(d) states that a conservation element of the general plan shall address “minerals and other natural resources.” According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and

<sup>60</sup> City of Los Angeles, Safety Element of the General Plan, Oil Fields and Oil Drilling Areas in the City of Los Angeles, Exhibit E.

other water bodies and courses and lie along the flood plain from the San Fernando Valley through Downtown Los Angeles. The Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present,<sup>61</sup> and much of the area around the Project Site has been developed with structures and is inaccessible for mining extraction.<sup>62</sup> Furthermore, the Project Site is developed and located in an urbanized area. Redevelopment of the Project Site would therefore not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state, and no impact would occur.

### **Cumulative Impacts**

As discussed above, the Project would not result in any impacts related to mineral resources. The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Like the Project, the related project is not located in a Mineral Resource Zone. Therefore, no cumulative impacts related to mineral resources would occur.

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<sup>61</sup> Conservation Element of the City of Los Angeles General Plan, September 16, 2001, Exhibit A.

<sup>62</sup> Conservation Element of the City of Los Angeles General Plan, September 16, 2001; pg II-57.



### XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis in this section is based on the following, which is included in Appendix E of this IS/MND:

- Noise Technical Modeling, Noah Tanski Environmental Consulting, June 2022.

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational noise impacts, the analysis provided below would also apply to all options, as the buildings would be the same regardless of the use that occupies each building, and the noise from each use would be similar.

#### Existing Conditions

##### **Noise-Sensitive Receptors**

The Project Site is located in a neighborhood that consists mainly of commercial and industrial land uses. There is only one noise-sensitive receptor within approximately 500 feet of the Project Site: "The 24," which is a multi-family residential building at 9254 Winnetka Avenue ("The 24 Residences"). This receptor is located as near as approximately 500 feet east of the Project Site, across Winnetka Avenue.

Other noise-sensitive receptors are at greater distances from the Project Site and would experience lesser noise impacts than The 24 Residences. As such, the following analysis

generally focuses on The 24 Residences in order to assess the significance of the Project's potential noise impacts.

A map showing the location of the Project and The 24 Residences is included in Appendix E of this IS/MND.

### ***Existing Ambient Noise Conditions***

On August 31, 2021, noise measurements were obtained at two locations near the Project Site to aid in the characterization of daytime ambient noise conditions surrounding the Project Site and The 24 Residences. At both locations, the primary source of noise was vehicular traffic along Winnetka Avenue and Prairie Street. Secondary sources of noise, such as those from surrounding commercial uses and parking lots, was not a significant contributor to noise levels. The measured noise levels are shown in Table XIII-1, below.

**Table XIII-1  
Existing Noise Levels**

Noise Measurement Location	Sound Level (dBA L <sub>eq</sub> )
1. Prairie Street, north of Project Site	61.0
2. Winnetka Avenue, near The 24 Residences	60.9
Source: NTEC, 2021.	

**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.**

### **Construction**

#### ***On-Site Construction Activities***

Construction of the Project would generate noise during the approximately one year of demolition, grading, building construction, and other related construction activities. During all construction phases, noise-generating activities would be permitted to occur at the Project Site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction activities would be permitted to occur between 8:00 A.M. and 6:00 P.M., but the Project is anticipated to utilize a five-day work week. Construction scheduling, equipment, and tasks would be similar whether Option A, B, or C (as described in Section 3, Project Description, of this IS/MND) is implemented because Options A, B, and C

propose the same three buildings with the same square footages. Therefore, the three proposed development options would have the same construction noise impacts.

The Project would follow a staggered construction schedule with overlapping phases of construction for the three proposed buildings. Due to this, there would be times when different phases of construction occur simultaneously on the Project Site for each building. For example, grading for Building 1 would occur while Building 2 and Building 3 are being constructed. The following analysis assesses noise impacts that may result from the following two scenarios:

#### Scenario 1

- Building 1: Grading
- Building 2: Building Construction (install pre-cast/pre-formed building panels)
- Building 3: Building Construction (steelwork)

#### Scenario 2

- Building 2: Grading
- Building 3: Building Construction (pour concrete foundation)
- Building 1: N/A. Construction will not have commenced for Building 1 at this point.

These are the scenarios with the greatest potential to result in a significant noise impact to The 24 Residences, which is the sole noise-sensitive receptor located within approximately 500 feet of the Project Site. Other scenarios (i.e., other combinations of overlapping construction phases) would require less construction equipment and/or less-noisy construction equipment, which would therefore result in lesser noise impacts to this receptor.

#### Scenario 1

Grading for Building 1 and its pad could require a grader and a bulldozer. Graders can produce peak noise levels of 78.5 dBA  $L_{max}$  at 50 feet when operating. Bulldozers can produce noise levels of 80.0 dBA  $L_{eq}$  when operating. As these vehicles operate across the multi-acre Building 1 site, their construction noise levels at The 24 Residences would fluctuate depending on these vehicles' distances from this receptor. Noise levels would be greater when these vehicles are closer to The 24 Residences and lower when these vehicles are farther away. Notwithstanding this fact, the noise impact associated with Building 1 grading has been conservatively modeled by assuming these vehicles would spend an entire workday operating at a fixed, minimum equipment-to-receptor distance.

Heavy equipment required to install pre-cast or pre-formed building panels for Building 2 could include a truck-mounted crane and a loader. A truck-mounted crane can produce noise levels of

74.2 dBA  $L_{eq}$  at a distance of 50 feet. A loader can produce noise levels of 72.4 dBA  $L_{eq}$  at the same distance. As described above, these vehicles' construction noise levels at The 24 Residences would fluctuate depending on their distances from this receptor. Noise levels would be greater when these vehicles are closer to The 24 Residences and lower when these vehicles are farther away. Notwithstanding this fact, the noise impact associated with Building 2 construction has been conservatively modeled by assuming these vehicles would spend an entire workday operating at a fixed, minimum equipment-to-receptor distance.

Steelwork for Building 3 could require a truck-mounted crane, a loader, and welding tools. As discussed previously, a truck-mounted crane can produce noise levels of 74.2 dBA  $L_{eq}$  at a distance of 50 feet, and a loader can produce noise levels of 72.4 dBA  $L_{eq}$  at this distance. Welding tools can produce noise levels of 71.2 dBA  $L_{eq}$  at a distance of 50 feet. As described above, the noise impact associated with Building 3 steelwork has been conservatively modeled by assuming this equipment would spend an entire workday operating at a fixed, minimum equipment-to-receptor distance.

## Scenario 2

Grading for Building 2 and its pad could require a grader and a bulldozer. As noted earlier, graders can produce peak noise levels of 78.5 dBA  $L_{max}$  at 50 feet when operating. Bulldozers can produce noise levels of 80.0 dBA  $L_{eq}$  when operating. As these vehicles operate across the multi-acre Building 2 site, their construction noise levels at The 24 Residences would fluctuate depending on these vehicles' distances from this receptor. Noise levels would be greater when these vehicles are closer to The 24 Residences and lower when these vehicles are farther away. Notwithstanding this fact, the noise impact associated with Building 2 grading has been conservatively modeled by assuming these vehicles would spend an entire workday operating at a fixed, minimum equipment-to-receptor distance.

Concrete pouring for Building 3 could require concrete mixing trucks and a concrete pump. Concrete mixing trucks can produce noise levels of 81.1 dBA  $L_{eq}$  at 50 feet when operating. Concrete pumps can produce noise levels of 83.5 dBA  $L_{eq}$  at 50 feet when operating. Similar to above, the noise impact associated with concrete pouring for Building 3 has been conservatively modeled by assuming these vehicles would spend an entire workday operating at a fixed, minimum equipment-to-receptor distance.

Table XIII-2 shows the estimated noise impacts that would result from Scenario 1 and Scenario 2 construction activities. As shown, resultant noise increases at The 24 Residences would not exceed the 5 dBA  $L_{eq}$  threshold of significance for daytime construction activities lasting more than 10 days in a three-month period. Other construction phases and combinations of overlapping construction phases would result in lesser noise impacts to The 24 Residences. As a result, the Project's impact from on-site construction noise sources would be considered less than significant.

**Table XIII-2  
Construction Noise Levels –  
Scenario 1 and Scenario 2**

Receptor	Combined Construction Noise Level (dBA L <sub>eq</sub> )	Existing Ambient Noise Level (dBA L <sub>eq</sub> )	New Noise Level (dBA L <sub>eq</sub> )	Increase
<i>Scenario 1: Building 1 Construction, Building 2 Panel Installation, Building 3 Steelwork</i>				
The 24 Residences	57.4	60.9	62.5	1.6
<i>Scenario 2: Building 2 Grading, Building 3 Concrete Pouring</i>				
The 24 Residences	63.2	60.9	65.2	4.3
Source: NTEC, 2022.				

Section 112.05 of the LAMC establishes a noise limit of 75 dBA L<sub>eq</sub> at a distance of 50 feet for powered equipment and hand tools operated within 500 feet of residential zones between the hours of 7:00 A.M. and 10:00 P.M. As the Project is not located within 500 feet of any residential zone, this regulation would not apply to the Project's construction noise levels.<sup>63</sup> In any case, the Project's "worst-case" construction noise levels at The 24 Residences would be 60.4 dBA L<sub>eq</sub>, which is well-below section 112.05's 75 dBA L<sub>eq</sub> noise limit. Further, based on the Project's location, there is no public property within 500 feet of The 24 Residences that would experience construction noise levels in excess of the 75 dBA L<sub>eq</sub> noise limit.

### **Off-Site Construction Activities**

Trucks and other construction-related delivery and vendor vehicles would access the Project Site over the course of all construction phases. During the Project's building construction phase for Buildings 1, 2, and 3, up to an estimated 105 vendor trips per day would be required to deliver building materials and equipment to the Project Site. Over the course of an eight-hour workday, this would equate to approximately 13 delivery or vendor trips per hour. This modest addition of up to 13 trips per hour to surrounding roadways would have a nominal effect on roadside ambient noise levels, much less than a 5 dBA L<sub>eq</sub> increase over the course of a workday. Therefore, the Project's noise impact from off-site construction sources would be less than significant.

Additionally, it should be noted that Section 112.05 of the LAMC does not regulate off-site noise emissions from road legal trucks such as delivery vehicles, concrete mixing trucks, pumping trucks, haul trucks, and worker vehicles.

<sup>63</sup> The 24 Residences are part of a mixed-use property that is zoned (Q)CM-1-MPR, which is a "commercial manufacturing" zone.

## Operation

### ***On-Site Operational Noise***

The Project's potential on-site operational noise sources are identified and discussed below.

Mechanical Equipment. Regulatory compliance with LAMC Section 112.02 would ultimately ensure that noise from mechanical sources does not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. The 24 Residences is not a neighboring occupied property – it is located roughly 500 feet east of the Project Site. Thus, the Project's compliance with LAMC Section 112.02, which would prevent any of the Project's mechanical systems from increasing noise levels at closer neighboring properties by 5 dBA, would subsequently ensure that any resultant noise increases at the farther The 24 Residences are also below 5 dBA. Given the approximate 500-foot distance (minimum) between the Project and The 24 Residences, it is unlikely that this receptor would experience any audible mechanical noises from the Project at all.

Auto-Related Activities. The Project would include 548 at-grade parking spaces. The Project's parking facilities and the intermittent noises associated with them (e.g., doors slamming, engines starting, etc.) would have a nominal effect on surrounding exterior noise levels. According to Federal Transit Administration (FTA) equations for the prediction of parking facility noise impacts, a facility with an hourly activity of 198 vehicles<sup>64</sup> would be expected to result in a noise level of just 49.4 dBA  $L_{eq}$  at a reference distance of 50 feet. This is well-below surrounding ambient noise levels, and it suggests that the Project's parking-related noises would not be audible at The 24 Residences, which is approximately 500 feet east of the Project.

Loading Docks. The Project would include 56 loading bays. The location of these bays would be between approximately 550 to 1,200 feet from the nearest noise-sensitive receptor, The 24 Residences. The truck court areas would be designed so that they are shielded from off-site locations by the Project's own massing. Distance alone is estimated to provide over 20 dBA worth of attenuation. Attenuation from shielding provided by the Project's own massing (as well as from other structures located between the Project and The 24 Residences) would be in addition to this. Given the considerable attenuation that would be provided by distance and shielding, it is unlikely that on-site noise from loading activities would be capable of causing audible noise increases at The 24 Residences, let alone substantial increases.

Overall, the Project would be located in a neighborhood with numerous other manufacturing, warehousing, and light industrial uses. The Project is consistent with nearby land use types and patterns, and it would not alter the noise environment of its surroundings by a substantial degree or the minimum 3 dBA CNEL increase that would represent a significant impact. As a result, the impact of the Project's on-site operational noise sources would be less than significant.

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<sup>64</sup> This is equal to the Project's maximum trip generation, which would result from Option B's P.M. peak hour traffic generation.

## **Off-Site Operational Noise**

On a typical weekday, Option A is estimated to result in 1,852 new daily vehicle trips. Option B is estimated to result in 1,155 new daily vehicle trips. Option C would result in just 863 new daily vehicle trips. All options would generate substantially less vehicle trips than the Project Site's previous/existing uses, which are estimated to have generated up to 2,725 daily vehicle trips. The fleet mix of the Project's traffic generation would likely differ from the fleet mix of traffic generated by the previous/existing uses, but the Project is not anticipated to generate more than 70 five-axle semi-truck trips per day, which would be associated with Option C. Other options would be estimated to generate fewer truck trips. Given that the Project would generate substantially fewer trips than the previous/existing uses, and that only a small fraction of these trips would be from trucks, the Project would not be capable of causing roadside noise levels to increase by a minimum 3 dBA CNEL, which typically requires an approximate doubling of traffic volumes to occur. Therefore, the Project's off-site operational noise impact from its related traffic generation would be less than significant.

### **b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.**

#### **Construction**

Grading and paving activities would require the use of vibratory compacting equipment, including a vibratory roller. Vibratory rollers can produce vibration levels of 0.210 inches per second peak particle velocity (PPV) at a reference distance of 25 feet according to the FTA, which corresponds with a groundborne vibration level of 0.098 inches per second PPV at 50 feet.<sup>65</sup> The Project's other construction vehicles, including earthmoving equipment, would generate lower groundborne vibration levels. The FTA's most stringent vibration damage criteria for "Buildings extremely susceptible to vibration damage" is 0.12 inches per second PPV. Because the Project's maximum groundborne vibration level of 0.098 inches per second PPV at 50 feet is below this most stringent vibration damage criteria, and because there is no structure located within 50 feet of the Project, it follows that the Project would not expose any structures to groundborne vibration levels in excess of FTA vibration damage criteria. As a result, the Project's construction-related vibration impact would be less than significant.

#### **Operation**

The Project, as built to Option A, B, or C specifications and design, would not contain significant stationary sources of vibration. Depending on the nature of any future manufacturing uses at the Project – and whether future manufacturing uses occupy the Project at all – it is possible that groundborne vibrations may be generated by the equipment of future manufacturing tenants.

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<sup>65</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

However, it is unrealistic to assume that any vibration would be potentially damaging or even perceptible at nearby structures, which would be well over 100 feet from the Project's proposed buildings. Additionally, the Project's related vehicle travel would not be considered a significant source of vibration, as vehicle travel rarely generates perceptible groundborne vibration. As a result, the Project's potential to generate excessive groundborne vibration levels due to operations 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 project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The Project Site is not located within two miles of a public or public use airport and would not expose people residing or working in the project area to excessive noise levels from aircraft. Therefore, no impact would occur.

## **Cumulative Impacts**

### ***Construction***

As discussed previously, the Project's construction activities could temporarily increase ambient noise levels at nearby noise-sensitive land uses, namely The 24 Residences. Any other developments that are built at the same time as the Project could contribute to additional increases in noise levels at this receptor and potentially result in a cumulatively considerable impact. While one related project was identified east of the Project Site across Winnetka Avenue, this project has already been constructed and is at least partially occupied (The 24 Residences which have been identified as a sensitive receptor in this analysis are part of the identified related project). No other related projects have been identified within a half mile of the Project Site. As the related project has already been constructed, there would be no cumulative construction noise impacts.

Concerning vibration, the Project would generate negligible construction-related groundborne vibrations at the nearest surrounding structures, far below thresholds associated with building damage. There is no potential for cumulatively considerable vibration impacts at receptors because the presence of multiple vibration sources rarely results in cumulative increases in groundborne vibration levels. Generally, additional vibration sources result in additional vibration peaks (i.e., PPV groundborne vibration signals or events), not necessarily higher (i.e., more damaging) peaks, because the probabilities of constructive wave interference are extremely small. Therefore, this impact would be less than significant.

### ***Operation***

As discussed earlier, the Project's on-site operational noise sources would have a minimal effect on surrounding ambient noise levels, particularly at The 24 Residences. Additionally, the Project



would result in substantially fewer trips than its prior/existing site uses, meaning that it would not contribute to increases in daily roadside noise levels. Therefore, the Project's operations would not meaningfully contribute to any cumulatively considerable noise increases, and this impact would be less than significant.

## XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational impacts, the analysis provided below would also apply to Options A, B, and C, as none of these options include a residential component.

**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)?**

**Less Than Significant Impact.** A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude.

### Construction

The construction activities associated with the Project would create temporary construction-related jobs. Nevertheless, the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be anticipated to relocate their residence to the Project Site area and would not induce unplanned population growth and/or require permanent housing. Therefore, the Project's indirect unplanned population growth impacts associated with construction activities would be less than significant.

## Operation

The existing commercial uses and associated employment would be removed from the Project Site and the proposed uses would generate up to 364 employment positions at the Project Site.<sup>66</sup> Based on the nature of the Project, it is likely that the employees who would work at the Project would already reside in the surrounding area, and it is not anticipated that people would move to the area to work at the Project Site. Further, the proposed uses are consistent with the existing zoning of the Project Site, and the employment generated by the Project is consistent with the Project Site's location in or near the Valley Job Center, which the RTP/SCS identifies as being generally north of Roscoe Boulevard and east of Topanga Canyon Boulevard. Thus, employment associated with the Project would not induce substantial unplanned population growth in the City, and this impact would be less than significant.

### **b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** A significant impact may occur if a project would result in the displacement of a substantial number of existing housing units or residents, necessitating the construction of replacement housing elsewhere. The Project Site is currently developed with commercial uses and associated parking. The Project would not displace any housing or residents, as there is no housing on the Project Site. Therefore, no impact would occur.

## Cumulative Impacts

The only identified related project is a mixed-use project located east of the Project Site, across Winnetka Avenue. This project includes a mix of office, retail, and residential uses, which would help the City meet its goal to provide additional housing units. Further, as discussed previously, the Project would provide employment positions that would likely be accommodated by people who already reside in the surrounding area, and the Project would not result in unplanned growth. Thus, the Project would not have the potential to contribute to any cumulative impacts related to unplanned growth.

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<sup>66</sup> As discussed in the Transportation Memo contained in Appendix F-1 of this IS/MND, based on the City's VMT calculator, Option A would generate 364 employees, whereas Option B would generate 242 employees and Option C would generate 200 employees.

## 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational impacts, the analysis provided below would also apply to Options A, B, and C, as the buildings would be the same regardless of the use that occupies each building, and the potential uses would require the same level of fire and police protection. In addition, none of the options include a residential component that would generate students or residents who would place an additional demand on parks and libraries.

### a. Fire protection?

**Less Than Significant Impact.** A significant impact may occur if, as a result of LAFD not being able to adequately serve the Project with existing governmental facilities, there would be a need for a new or physically altered fire station to be constructed which would cause significant environmental impacts.<sup>67</sup> The need for, or deficiency in, adequate fire protection services as a result of the Project is not in and of itself is a potentially significant impact, but rather a social and/or economic impact for which CEQA does not require further analysis.<sup>68</sup> The ultimate determination of whether there is a significant impact to the environment related to fire protection from a project is determined by whether construction of new or expanded fire protection is a direct physical change or a reasonably foreseeable indirect change in the environment caused by the Project. To the extent the Project would result in a need for new or expanded fire facilities, based on existing zoning standards, past practices, and historical development of City fire facilities, the City makes the following assumptions: such facilities (1) would occur where allowed under the

<sup>67</sup> City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.

<sup>68</sup> City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.

designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) would qualify for a categorical exemption under CEQA Guidelines Section 15301 or 15332 and/or a Mitigated Negative Declaration.

## **Construction**

Construction and demolition activities associated with the Project could temporarily increase demand for fire protection. Such activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. Project construction activities would comply with all applicable federal, state, and City regulations related to fire safety, including federal regulations under the Occupational Safety and Health Acts (29 Code of Federal Regulations, Part 1926 Subpart F), the California Building Code (California Code of Regulations, Title 24), and the City's Fire Code (LAMC Chapter V, Article 7). To comply with California Department of Industrial Relations, Division of Occupational Safety and Health (Cal-OSHA) and Fire and Building Code requirements, construction managers and personnel will have training in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.<sup>69</sup> Project demolition and construction activities would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Construction is a regular activity in Los Angeles and, as demonstrated by past practice, the LAFD is equipped and prepared to deal with construction-related fire impacts should they occur, and no aspect of this Project raises the potential for unusual fire risks during construction to which the LAFD would be unable to respond.

Project construction could also potentially impact the provision of existing LAFD services to and within the vicinity of the Project Site as a result of construction impacts to the surrounding roadways. However, construction activity would be contained on-site (except as may be required for improvements to the adjacent sidewalks and off-site utility connections) and travel lanes would be maintained in each direction on all public streets around the Project Site throughout the construction period, and emergency access would not be impeded. Further, the Project would be required to implement a Construction Traffic Management Plan, which would include traffic management strategies, and ensure that adequate and safe access for LAFD remains available within and near the Project Site during construction.

Construction activities would also generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Thus, although construction activities would be short-term and temporary for the area, Project construction activities could temporarily impact emergency access and response times. However, a Construction Traffic Management Plan would be implemented

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<sup>69</sup> Cal. Code of Regs., tit. 8, § 1920.

to minimize disruptions to through traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses. The majority of construction-related traffic, including deliveries, hauling activities, and construction worker trips, would occur outside the typical weekday commuter AM and PM peak periods, thereby reducing the potential for traffic-related conflicts and the slowing of emergency response times. In addition, temporary traffic controls would be implemented to improve traffic flow around the Project Site during the construction period, and construction activity would be contained on-site (except as may be required for improvements to the adjacent sidewalks and off-site utility connections).

Furthermore, Section 21055 of the California Vehicle Code (CVC) exempts drivers of authorized emergency vehicles from adherence to the rules of the road, and Section 21806 of the CVC requires drivers to yield to emergency vehicles. Finally, construction is a temporary condition which would not itself require the construction of specific new governmental facilities to maintain adequate fire protection services.

The Project is similar to other construction projects, uses standard materials and construction practices similar to such projects, and as a result, LAFD possesses sufficient equipment, knowledge, and resources to address any concerns related to fire protection from the Project. Furthermore, as discussed above, the Project would comply with relevant regulations for workplace safety, best management practices for material use and storage, and ensuring emergency access to the site.

Based on the above, construction of the Project would not result in substantial adverse physical impacts associated with the provision of, or 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 related to fire protection. Therefore, impacts to fire protection during Project construction would be less than significant.

## **Operation**

The Project's proposed uses would be consistent with the existing zoning for the Project Site and would be similar to other uses in the Project vicinity. The types of fires that could potentially occur within the Project Site would be adequately suppressed with the fire equipment found at the fire stations nearest to the Project Site.

Compliance with applicable regulatory requirements, including LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, would ensure that adequate fire prevention features that would reduce the demand on LAFD facilities and equipment resulting from the Project are implemented during Project operation. As such, compliance with Fire Code requirements would minimize the potential for incidents requiring an emergency response by LAFD and therefore reduce the need for a new fire station, or the expansion, consolidation, or relocation of an existing fire station.

The factors that the LAFD considers in determining whether fire protection services for a project are adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement.

Pursuant to LAMC Section 57.09.07, the maximum response distance between a commercial/industrial is 1 mile for an engine company and 1.5 miles for a truck company. If this maximum distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. LAFD Station No. 107, located at 20225 Devonshire Street, which is approximately 1.5 miles from the Project Site, would serve the Project Site. Station No. 107 is equipped with a truck company and an engine company. However, as this station is further than 1 mile from the Project Site, automated fire sprinklers would be required.

Emergency vehicle access to the Project Site would continue to be provided from local and major roadways (i.e., Winnetka Avenue, Oso Avenue, and Prairie Street) and would be maintained at all times during both Project construction and operation. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Department of Building and Safety and LAFD standards and requirements for design and construction.

Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project during LAFD's plan check building permit process. Furthermore, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project resulting from the construction or alteration of fire facilities, and the obligation to provide adequate fire protection is the responsibility of the City. The City meets this constitutional requirement by preparing for long-term growth and demographic changes. The City along with LAFD continue to monitor the demand for existing and projected fire facilities (refer to Objective 9.16 of the Framework Element, Policy 2.1.6 of the Safety Element, and Fire Protection Objective 6-1 of the Central City Community Plan), and coordinate the development of new fire facilities to be phased with growth (Objective 9.18 of the Framework Element). Further, LAFD has identified future strategies in their 2018-2020 Strategic Plan as critical goals to continue to provide excellent service and meet future needs. These strategies consist of better integration of technology in dispatch, vehicle location systems, and staffing as a key component of LAFD's strategy. LAFD is adapting more advanced technological strategies to deploy resources and address life safety issues, maximizing existing resources. LAFD continues to improve and provide for adequate fire protection services, and the Project would not trigger any requirements outlined which would necessitate the need for additional or expanded fire protection facilities. Based on this analysis, it is reasonable to conclude that Project operation would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service; such services will be provided by a local jurisdiction, and would not inhibit LAFD emergency response.

In conclusion, as described above, the Project would not result in substantial adverse physical impacts associated with the provision of, or 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 related to fire protection. Therefore, impacts to fire protection during Project operation would be less than significant.

## **Cumulative Impacts**

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Implementation of the Project and the related project would result in a net increase in the number of residents and employees in the Project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the Project, the related project would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-rise buildings and/or projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and the related project would contribute. Therefore, cumulative impacts related to fire protection services would be less than significant.

### **b. Police protection?**

**Less Than Significant Impact.** 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.<sup>70</sup> The need for, or deficiency in, adequate police protection services as a result of the Project is not in and of itself a potentially significant impact, but rather a social and/or economic impact for which CEQA does not require further analysis.<sup>71</sup> The ultimate determination of whether there is a significant impact to the environment related to police protection from a project is determined by whether construction of new or expanded police protection is a direct physical change or a reasonably foreseeable indirect change in the environment caused by the Project. To the extent the Project would result in a need for new or expanded police facilities, based on existing zoning standards, past practices, and historical development of City police facilities, the City makes the following assumptions: such facilities (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) would qualify for a

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<sup>70</sup> City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.

<sup>71</sup> City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.



categorical exemption under CEQA Guidelines Section 15301 or 15332 and/or a Mitigated Negative Declaration.

Construction and operation of new buildings can result in additional calls for service from the Los Angeles Police Department (LAPD). The Project includes proposed construction methods and building uses currently widespread in the City of Los Angeles, which LAPD has sufficient specialized equipment and training with which to respond. LAPD dispatches resources dynamically, with officers responding from the field, patrols, or facilities depending on their location at the time. Due to the nature of dispatching police calls for service, facilities are not the limiting factor in responding to calls for service, but rather equipment and staffing as police are infrequently in one location for extended periods of time. LAPD continually evaluates their equipment and staff levels, making adjustments as necessary, with a focus towards advanced technology, operational efficiencies, community involvement, and advanced training to maximize current resources community involvement, as outlined in the LAPD Strategic Plan, *LAPD 2020 & Beyond*.<sup>72</sup> Due to the unpredictable nature of deploying resources, developments such as advanced equipment in vehicles, improved access to digital resources in vehicles, and advanced mobile phone capabilities all allow for a more mobile and dynamically deployed workforce. These advances, such as in car computers, mobile phone advancements, mapping and navigation improvements, and dispatch center advancements allow for resources to be deployed from the field rather than a static office or station. The Project would not introduce physical obstructions, inhibiting the LAPD, nor would the uses contain novel activities that would require new police facilities to adequately ensure public safety. The Project would also comply with relevant laws, as well as industry standards in securing the property during both construction and operation. The Project would include security measures during operation, such as secured access, closed circuit video surveillance, security alarm systems, and ample lighting. The Project would not constitute a novel arrangement of uses or use type which would require the construction of altered or new specialized facilities.

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Valley Bureau, which oversees LAPD operations in the Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley areas.<sup>73</sup> The Devonshire Community Police Station, located at 10250 Etiwanda Avenue, is approximately 3.8 miles driving distance from the Project Site. The Valley Bureau service area is 226 square miles in size has approximately 1.8 million residents.<sup>74</sup> LAPD has identified the need for more reserve officers in its Strategic Plan, and identifies staffing needs yearly during the budgeting process. New staffing is subject to approval by the City Council and is based on a complex set of socio-economic factors, which are outside the purview of CEQA. Changes in LAPD staffing levels do not typically result in substantial adverse physical impacts on the environment. The Project would not introduce population to an area not served by a police

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<sup>72</sup> <http://lapd-assets.lapdonline.org/assets/pdf/Strategic%20Plan%202019-2021.pdf>

<sup>73</sup> LAPD, Valley Bureau: [http://www.lapdonline.org/valley\\_bureau](http://www.lapdonline.org/valley_bureau)

<sup>74</sup> LAPD: [http://www.lapdonline.org/west\\_valley\\_community\\_police\\_station](http://www.lapdonline.org/west_valley_community_police_station)

station or an area otherwise not currently served by existing police services, and therefore the Project would not require new facilities or staffing requiring dedicated facilities.

Furthermore, the protection of the public safety is the responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Based on this analysis, it is reasonable to conclude that Project operation would not require the addition of a new police station or the expansion, consolidation, or relocation of an existing facility in order to maintain service; such services will be provided by a local jurisdiction, and would not inhibit LAPD emergency response. In conclusion, as described above, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection. Therefore, Project impacts would be less than significant.

### **Cumulative Impacts**

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Implementation of the Project and the related project would result in a net increase in the number of residents and employees in the area of the Project Site and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the Project, the related project would be subject to the site plan review and approval requirements, recommendations of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and the related project would contribute. Therefore, cumulative impacts related to police protection services would be less than significant.

### **c. Schools?**

**Less Than Significant Impact.** The Project includes development of the Project Site with three buildings to be used for manufacturing, light industrial, studio production, warehousing, or other uses permitted in the MR2 zone, which would not result in a direct demand for school services. Additionally, pursuant to the California Government Code Section 65995, the Project Applicant would be required to pay school fees established by the Los Angeles Unified School District (LAUSD), payment of which in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant.

## Cumulative Impacts

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. While the Project does not include residential uses and therefore would not result in any direct demand for school services, the related project includes approximately 700 residential units and therefore would result in an increase in the number students in the Project Site area. However, similar to the applicant of the Project, the applicants of the related project would be required to pay the applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, cumulative impacts to school services would be less than significant.

### d. 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 Project includes development of the Project Site with three buildings to be used for manufacturing, light industrial, studio production, warehousing, or other uses permitted in the MR2 zone. Employees generated by the proposed uses would not typically enjoy long periods of time during the workday to visit parks, and they would be more likely to use parks near their homes during non-work hours. In addition, the demand for parks and recreational facilities in the City is generally determined based on the number of residents a project would generate and the City's parkland acreage-to-population ratios are based on residential population and not employee population. The Project includes only commercial uses, which would not generate a residential population that would result in additional demand for parks and recreational facilities, and this impact would be less than significant.

## Cumulative Impacts

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. As the related project includes residential uses, it could result in an increase demand for parks and recreational services. The related project includes amenities such as a pool and fitness center. In addition, as the related project includes residential uses, the applicant of the related project would be required to meet LAMC open space requirements and would be subject to the park fees pursuant to LAMC Section 12.33, ensuring that any potential impacts to parks and recreational facilities would be less than significant. As stated previously, the Project would not result in any significant impacts related to parks and recreational facilities. Therefore, cumulative impacts to park and recreational facilities would be less than significant.

#### **e. Other public facilities?**

**Less Than Significant Impact.** The Project includes development of the Project Site with three buildings to be used for manufacturing, light industrial, studio production, warehousing, or other uses permitted in the MR2 zone. Employees generated by the proposed uses would not typically enjoy long periods of time during the workday to visit libraries, and they would be more likely to use libraries near their homes during non-work hours. In addition, it is likely that employees working in the proposed office building would have individual access to internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations.<sup>75,76</sup> As the Project only includes commercial uses, it would not result in additional demand for library facilities, and this impact would be less than significant.

#### **Cumulative Impacts**

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. As the related project includes residential uses, it could result in an increase demand for library services. The anticipated revenue to the General Fund generated by the related project through business taxes and other revenue sources would help offset the increase in demand for library services and fund necessary library improvements. As such, the demand for library services created by the related project could be accommodated, and impacts would be less than significant. As stated previously, the Project would not result in any significant impacts related to library services. Therefore, cumulative impacts to library services would be less than significant.

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<sup>75</sup> "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>.

<sup>76</sup> "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: <http://old.diglib.org/use/whitepaper.htm>.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis provided below would also apply to Options A, B, and C, as the buildings would be the same regardless of the use that occupies each building, and none of the options include a residential component that would generate who would place an additional demand on recreational facilities.

**a. Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?**

**Less Than Significant Impact.** As discussed in response to Checklist Question XV(d) (Public Services – Parks), the Project includes only commercial uses, which would not generate a residential population that would result in additional demand for parks and recreational facilities, and therefore, this impact would 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?**

**No Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities, the construction of which could have a significant adverse effect on the environment. The Project does not include any recreational facilities. Further, as the Project would not result in additional demand for parks and recreational facilities, the Project would not require the construction or expansion of recreational facilities, and no impact would occur.

### Cumulative Impacts

Refer to discussion of cumulative impacts related to parks and recreational facilities under response to Checklist Question XV(d) (Public Services – Parks). As discussed therein, cumulative impacts related to parks and recreational facilities would be less than significant.

## XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on the following items, which are included as Appendix F-1 and F-2 of this IS/MND:

- Trip Generation and VMT Screening Assessment, Linscott, Law & Greenspan, Engineers, December 15, 2021.
- Transportation Assessment Letter, Los Angeles Department of Transportation, January 14, 2022.

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. With respect to operational transportation impacts, there is the potential that different uses could result in different impacts. Therefore, the analysis provided below examines the potential transportation impacts during operation of Options A, B, and C.

### **a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Less Than Significant Impact.** The Project would not conflict with the relevant City plans, policies, and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project will

not conflict with any plans or policies that govern the public right-of-way, such as the Los Angeles Department of Transportation's (LADOT) Manual of Policy and Procedures (MPP) Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project has been found to be consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS. Additionally, the Project has been found to be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles (Healthy LA), Vision Zero, the Mobility Hubs Reader's Guide, the City's Walkability Checklist, and the Chatsworth-Porter Ranch Community Plan Community Plan.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be less than significant. Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements pursuant to the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

**b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?**

**Less Than Significant Impact.** This question 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. The Los Angeles Department of City Planning (LADCP) and LADOT updated the Transportation Section of the City's CEQA Thresholds Guide to comply with and implement Senate Bill 743 (SB 743).

On September 27, 2013, Governor Brown signed SB 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or Level of Service (LOS), to reduction in VMT, reduction in GHG emissions, creation of multimodal networks, and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to "screen" projects to determine if a VMT analysis is required, and if so, then to estimate project specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for the development projects within the City, and the VMT methodology is tailored to the Transportation Assessment Guidelines (TAG).

A copy of the completed VMT screening analysis worksheets for Options A, B, and C are contained in Appendix F-1 of this IS/MND. Over a 24-hour period, Option A is forecast to result in a net reduction of 873 daily vehicle trip ends during a typical weekday when compared with the

existing and prior uses on the Project Site.<sup>77</sup> Option B is forecast to result in a net reduction of 1,570 daily vehicle trip ends during a typical weekday when compared to the existing and prior uses on the Project Site. Option C is forecast to result in a net reduction of 1,862 daily vehicle trip ends during a typical weekday when compared to the existing and prior uses on the Project Site. Based on the results using the City's VMT Calculator, a formal VMT assessment is not required to be performed for Option A, Option B, or Option C because the forecast of net new daily vehicle trips for any of the development scenarios does not exceed the daily trip threshold of 250 net new daily vehicle trips established as the screening criteria in the TAG. Accordingly, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and the Project's transportation impacts related to VMT would be less than significant.

**c. 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.** 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.

**Construction**

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. To be conservative, a Construction Traffic Management Plan (CTMP) will be implemented (see TRAN-MM-1), which would ensure that impacts are less than significant.

**Operation**

The Project would not substantially increase hazards due to a geometric design feature. Vehicular access to the Project Site would be provided via Winnetka Avenue, Prairie Street, and Oso Avenue. The Project will not add or shift any driveways along the Project Site's Winnetka Avenue frontage. The Project will maintain the easterly driveway along the Project Site's Prairie Street frontage, while shifting the existing westerly driveway further to the west, increasing the distance between the two Prairie Street driveways. The Project will maintain the existing

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<sup>77</sup> Per Section 3.3 of LADOT's Transportation Assessment Guidelines, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use if the existing use has been occupied for at least six consecutive months within the past two years. As the movie theater was fully operational prior to closing in March 2020 as a result of the pandemic, a trip generation credit for the movie theater was used for purposes of forecasting the net new Project trip generation as part of the transportation memo prepared for the Project in December 2021 (included in Appendix F-1 of this IS/MND). Trip generation credits were also taken for the health/fitness club and restaurant uses on the Project Site as they were occupied and operational at the time the Project's transportation memo was prepared.



driveway at the southerly terminus of Oso Avenue. Additionally, the Project will add a new driveway along the Project Site's Oso Avenue frontage. The Project driveways (existing and new) will meet the standards set forth by LADOT and BOE, and therefore, this impact would be less than significant.

### ***Mitigation Measure***

#### **MM-TRANS-1 Construction Traffic Management Plan**

Prior to the start of construction, a Construction Traffic Management Plan (CTMP) shall be submitted to LADOT for review and approval. The CTMP will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicycles, and pedestrians. The CTMP will include, but not limited to, the following measures:

- Maintaining access for land uses in the vicinity of the Project Site during construction.
- Schedule construction materials deliveries during off-peak periods to the extent practical.
- Organize deliveries and staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to surrounding roadways.
- Coordinate deliveries to ensure trucks do not wait to unload or load and impact surrounding roadways, and if needed, utilize an off-site staging area.
- Control truck and vehicle access to the Project Site with flagmen.
- Limit lane closures to the maximum extent possible and avoid peak period hours to the extent possible. Where such closures are necessary, the Worksite Traffic Control Plan will identify the location of lane closures and identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.
- Parking for construction workers will be provided either on-site or at off-site, off-street locations.

#### **d. Result in inadequate emergency access?**

**Less Than Significant Impact.** This threshold reviews whether or not a project's elements would have a detrimental effect on emergency vehicle response times. Emergency vehicular access to the Project Site would be maintained from all Project driveways, and the Project's driveways and

internal circulation would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access both during construction as well as after completion of the Project. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be confirmed as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, and which are required prior to the issuance of a building permit. The Project also would not include the installation of barriers that could impede emergency vehicle access both during and operation. Drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes (on two-way streets) to pass through crowded intersections or streets. Accordingly, the respect entitled to emergency vehicles and driver training allows emergency vehicles to negotiate typical street conditions in urban areas. As such, emergency access to the Project Site and surrounding area would be maintained both during Project construction and operation. Therefore, the Project would not result in inadequate emergency access during construction or operation, and, as such, impacts to emergency access during construction and operation of the Project would be less than significant.

### **Cumulative Impacts**

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. The only identified related project is located east of the Project Site across Winnetka Avenue. No cumulative project has been identified on the same block as the Project, and the Project combined with this related project would not preclude the City's implementation of any transportation related policies, programs, or standards. Therefore, cumulative impacts would be less than significant.

As described above, a formal VMT assessment is not required to be performed for the Project because the forecast of net new daily vehicle trips for any of the development scenarios does not exceed the daily trip threshold of 250 net new daily vehicle trips established as the screening criteria in the TAG, and the Project's transportation impacts related to VMT were determined to be less than significant. As identified in the TAG, development projects that do not exhibit significant VMT impacts are considered to align with the long-term VMT and greenhouse gas reduction goals of both the City and regional SCAG transportation plans. Therefore, since the Project itself does not result in VMT impacts, it is also deemed to have a less than significant cumulative VMT impact.

Pursuant to the TAG, the potential for cumulative impacts related to hazardous design features should be determined by reviewing project site access plans for cumulative development projects with access points proposed along the same block(s) as a proposed project. As stated above, the

only identified related project is located east of the Project Site across Winnetka Avenue, and there are no related projects located on the same block as the Project. Therefore, there would be no cumulative impacts related to substantially increasing hazards due to geometric design features or incompatible uses, and this impact would be less than significant.

Finally, similar to the Project, all ingress/egress and access associated with the related project would be designed and constructed in conformance to all applicable requirements, including the City Building Code, City Fire Code, LAMC, and other LAFD standards and requirements for design and construction. As all projects, including the Project and the related project, would be required to comply with existing regulations related to access, cumulative impacts with respect to emergency access would be less than significant.

## XVIII. TRIBAL CULTURAL RESOURCES

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis applies to Options A, B, and C as impacts with respect to tribal cultural resources are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building. In addition, the Project buildings would be the same under Options A, B, and C, and therefore, the same amount of earthwork and grading would be required for each option.

**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: 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)?**

**No Impact.** As discussed above, the existing building on the Project Site is not currently listed in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument. In addition, the existing building was not identified by SurveyLA as appearing eligible to be designated as a historic resource or otherwise requiring further historic preservation review. Therefore, the existing building would not be

considered a tribal cultural resource as defined in Public Resources Code Section 21074, and no impact would occur.

**b. 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: 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 with Mitigation Incorporated.** Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) 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 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.

The Project will comply with all required notification and consultation under AB 52. Under 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.

On May 5, 2022, the City mailed notices to the contacts listed on the City's AB 52 Native American Heritage Commission Tribal Consultation List, providing a 30-day period in which any of the tribal contacts could request consultation with the City concerning tribal cultural resources that may be impacted by the Project. In response, the Fernandeno Tataviam Band of Mission Indians (on May 10, 2022) and the Gabrieleno Band of Mission Indians - Kizh Nation (on May 13, 2022) requested consultation with the City, which is still ongoing.

Should tribal cultural resources be inadvertently encountered, the Project would comply with Mitigation Measure MM-TRIBAL-1, provided below, regarding the discovery and handling of any potential resources. With implementation of MM-TRIBAL-1, impacts with respect to tribal cultural resources would be less than significant.

### **Mitigation Measure**

**MM-TRIBAL-1:** In the event that any tribal cultural resources are discovered during Project construction activities, all work in the immediate vicinity of the find shall cease and the following process shall be followed:

1. Upon the discovery of a potential tribal cultural resource, the Applicant or its successor, shall immediately stop all ground disturbing 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 Project; and (2) the Department of City Planning, Office of Historic Resources (OHR).
2. If OHR determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbing activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with the best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state, or local laws or regulations.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the

qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may: (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as long it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbing activities outside of the specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbing activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in items 2 through 5, above.
8. Copies of any subsequent prehistoric archaeological study or 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, and the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding item 8, above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC and not provided to the public under the applicable provisions of the California Public Records Act,

California Public Resources Code, Section 6254®, and shall be handled in compliance with the City's AB 52 Confidentiality Protocols.

### **Cumulative Impacts**

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The Project would implement Mitigation Measure MM-Tribal-1 to ensure that its impacts with respect to tribal cultural resources are less than significant. The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. As such, the Project would not contribute to any potential cumulative impacts related to tribal cultural resources, cumulative impacts related to tribal cultural resources would be less than significant.



## XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction scheduling, equipment, and tasks to build the Project would be the same regardless of the type of use that occupies each building. Therefore, the construction analysis provided below would apply to all potential uses. The operational analysis provided below would also apply to all potential uses as the buildings under Options A, B, and C would be the same, and the potential uses would generally result in the same demand for utilities.

**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?**

**Less Than Significant Impact.** As discussed below, Project impacts related to these issues would be less than significant.

## Water

Local water conveyance infrastructure in the vicinity of the Project Site is maintained and operated by the Los Angeles Department of Water and Power (LADWP). As shown on Table XIX-1, the Project would consume a net increase of approximately 23,980 gallons of water per day (gpd). It should be noted that this amount does not take into account the existing uses that would be removed, as well as the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table XIX-1.

**Table XIX-1**  
**Estimated Wastewater Generation and Water Consumption<sup>1</sup>**

Land Use	Size	Water Consumption Rate/Wastewater Generation Rate <sup>2</sup>	Total (gallons/day)
Manufacturing/Industrial/Warehouse	243,500 sf	80 gpd/1,000 sf <sup>3</sup>	19,480
Office	30,000 sf	150 gpd/1,000 sf	4,500
<b>Total</b>			<b>23,980</b>
sf = square feet    gpd = gallons per day			
<sup>1</sup> Conservatively assumes that all water converts to wastewater.			
<sup>2</sup> Source: City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater Engineering Services Division, Sewer Generation Factors, April 6, 2012.			
<sup>3</sup> This rate covers both manufacturing and light industrial uses. If the Project is occupied by a warehouse use, the water demand/wastewater generation rate would be 20 gpd/1,000 sf. Therefore, the rate for manufacturing/industrial uses was used in this analysis to present a conservative estimate of impacts.			

As part of the permitting process for the Project, the Project Applicant would be required to coordinate with the LADWP Water Service Organization to determine if the existing water supply infrastructure maintains sufficient capacity to accommodate the Project's demand for water. If a deficiency or service problem is discovered during the permitting process, the Project Applicant would be required to fund any necessary upgrades to adequately serve the Project. Water main and related infrastructure upgrades would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature; (2) replacement of the water mains would be within public and private rights-of-way; and (3) the existing infrastructure would be replaced with new infrastructure in areas that have already been significantly disturbed. For these reasons, the Project would not require or result in relocation or the construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Therefore, Project impacts related to water facilities would be less than significant.

## Cumulative Impacts

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Implementation of the Project in conjunction with the related project could result in an increased impact on water conveyance infrastructure. It should be noted that the estimated water demand calculated above for the Project does not take into account the effectiveness of water

conservation measures required in accordance with the City's Green Building Code, nor does it take into account the water demand from the existing uses, all of which would likely substantially reduce the cumulative water consumption. As with the Project, the related project would be subject to review by LADWP to ensure that existing infrastructure would be adequate to meet the water demand requirements for each project. All development in the City is subject to LADWP and City requirements regarding potential infrastructure improvements need to meet respective water infrastructure needs. Additionally, all development in the City is required to comply with Fire Code requirements for fire flow and other fire protection requirements and are subject to ongoing evaluations by LADWP, the City's Department of Public Works, and the Los Angeles Fire Department to ensure water conveyance infrastructure is adequate. Compliance with existing regulations would ensure that cumulative impacts related to water infrastructure would be less than significant.

### ***Wastewater***

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 362 mgd. Thus, there is approximately 88 mgd available capacity. As identified on Table XIX-1, above, the Project would generate a net increase of approximately 23,980 gallons of wastewater per day. With a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

As part of the permitting process, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. If the public sewer lacks sufficient capacity, the Project would be required to build sewer lines to a point in the sewer system with sufficient capacity. Potential sewer infrastructure upgrades would not be expected to create a significant impact to the physical environment as installation of any upgrades would primarily involve trenching within the affected streets and within areas that have already been significantly disturbed. The Project would secure any necessary permits from the Department of Public Works and would comply with all standard City requirements during construction. Therefore, Project impacts related to the construction or relocation of new facilities associated with wastewater infrastructure would be less than significant.

### **Cumulative Impacts**

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Implementation of the Project combined with the related project in the area could increase the need for wastewater treatment. As with the Project, the related project would be subject to review

by the Bureau of Sanitation to ensure that existing infrastructure would be adequate to meet the requirements for each project. All development in the City is subject to City requirements regarding potential infrastructure improvements need to meet respective wastewater infrastructure needs. Further, with a remaining treatment capacity of approximately 88 mgd, the HTP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development, and no new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater treatment impacts would be less than significant.

### ***Storm Water Drainage***

As discussed in response to Checklist Question X(c)(iii) (Hydrology and Water Quality – Storm Drain Capacity), Project impacts related to storm drainage facilities would be less than significant.

### **Cumulative Impacts**

Refer to the cumulative impact discussion provided in response to Checklist Topic X (Hydrology and Water Quality).

### ***Electrical Power***

As discussed in response to Checklist Questions VI(a) and (b) (Energy), Project impact related to electric power facilities would be less than significant.

### **Cumulative Impacts**

Refer to the cumulative impact discussion provided in response to Checklist Topic VI (Energy).

### ***Natural Gas***

As discussed in response to Checklist Question VI(a) and (b) (Energy), Project impact related to natural gas facilities would be less than significant.

### **Cumulative Impacts**

Refer to the cumulative impact discussion provided in response to Checklist Topic VI (Energy).

### ***Telecommunications***

In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum (formerly Time Warner Cable). The Project Site could be served by existing telecommunications facilities that are available in the Project Site area and would not require new or expanded facilities. Therefore, Project impacts related to telecommunications facilities would be less than significant.

## Cumulative Impacts

Like the Project, the related project represents infill development served by existing utilities, including telecommunications infrastructure. As with the Project, the related project would likely require project- or site-specific infrastructure to connect to the existing infrastructure, but the related project would not require new or expanded facilities. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

### **b. 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. As concluded in LADWP's 2020 Urban Water Management Plan (UWMP), projected water demand for the City would be met by the available supplies during an average year, single dry year, and multiple dry year in each year from 2025 to 2045. LADWP's 2020 UWMP also includes a drought risk assessment, which shows that there would be no water shortages over the five-year drought, which started in 2021.<sup>78</sup>

As shown on Table XIX-1, above, the Project would consume a net increase of approximately 23,980 gallons of water per day. According to LADWP, if a project is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted UWMP, which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated. As discussed previously in response to Checklist Question XI(b) (Land Use and Planning), the Project is consistent with the City's General Plan land use designation for the Project Site. As discussed in previously in response to Checklist Question III(a) (Air Quality), the Project would be within the population projections contained in SCAG's RTP/SCS, upon which the current UWMP was based. Thus, the Project's demand for water could be accommodated by LADWP's existing and projected water supplies. As such, the Project would not require new or additional water supply or entitlements, and impacts related to water supply would be less than significant.

## Cumulative Impacts

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. Implementation of the Project in conjunction with the related project would increase demand for

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<sup>78</sup> Los Angeles Department of Water and Power, 2020 Urban Water Management Plan, page 11-13.

water services provided by the City's water supply system. LADWP (through its UWMP) anticipates that its projected water supplies will meet demand through the year 2040. In terms of the City's overall water supply condition, any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any project that conforms to the demographic projections from SCAG's RTP/SCS and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. For projects that meet the requirements established pursuant to SB 610, SB 221, and Sections 10910-10915 of the State Water Code, a water supply assessment demonstrating sufficient water availability is required on a project-by-project basis. Similar to the Project, the related project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure.

Both the Project and the related project would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For these reasons, cumulative impacts related to water would be less than significant.

**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?**

**Less Than Significant Impact.** 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 in subsection (a), above, with a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

**Cumulative Impacts**

For a full discussion of cumulative impacts with respect to wastewater treatment, please see subsection (a), above. As discussed therein, cumulative impacts related to wastewater treatment would be less than significant.

**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?**

**Less Than Significant Impact.** A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or impair the attainment of solid waste reduction goals. The landfills that serve the City and the capacity of these landfills are shown in Table XIX-2, below. As shown, the landfills have an approximate available daily intake of 19,957 tons.

**Table XIX-2  
Landfill Capacity**

<b>Landfill Facility</b>	<b>Estimated Remaining Life (years)</b>	<b>Estimated Remaining Disposal Capacity (million tons)</b>	<b>Permitted Intake (tons/day)</b>	<b>2019 Average Daily Disposal (tons/day)</b>	<b>Available Daily Intake (tons/day)</b>
Antelope Valley	10	10.97	5,548	2,079	3,469
Chiquita Canyon	28	56.99	12,000	5,436	6,564
Lancaster	22	9.95	5,100	357	4,743
Sunshine Canyon	18	55.16	12,100	6,919	5,181
<b>Total</b>					<b>19,957</b>
Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2019 Annual Report, September 2020.					

### Construction

As shown in Table XIX-3, the Project would result in approximately 12,660 tons of construction and demolition waste over the entirety of the construction period, not accounting for any mandatory recycling. Pursuant to the requirements of Senate Bill 1374<sup>79</sup>, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Given the remaining permitted capacity of the landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

**Table XIX-3  
Project Demolition and Construction Waste Generation**

<b>Building</b>	<b>Size</b>	<b>Rate</b>	<b>Total (tons)</b>
<b>Demolition Waste</b>			
Non-residential	140,000 sf	173 pounds / sf	12,110
<b>Construction Waste</b>			
Non-residential	273,500 sf	4.02 pounds / sf	550
<b>Total</b>			<b>12,660</b>
Over the entire total schedule of construction. sf = square feet, 1 ton = 2,000 pounds Based on 173 pounds of nonresidential demolition 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-3 and Table A-4, pages A-2 to A-3: <a href="http://www.epa.gov/osw/hazard/generation/sqg/cd-rpt.pdf">http://www.epa.gov/osw/hazard/generation/sqg/cd-rpt.pdf</a> ). Based on 4.02 pounds of nonresidential 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, Tables A-1 and A-2, page A-1: <a href="http://www.epa.gov/osw/hazard/generation/sqg/cd-rpt.pdf">http://www.epa.gov/osw/hazard/generation/sqg/cd-rpt.pdf</a> ).			

<sup>79</sup> <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374>

## Operation

As shown on Table XIX-4, the Project would generate approximately 1,395 pounds (0.70 tons) of solid waste per day. This total is conservative and does not account for removal of the existing uses, as well as the effectiveness of recycling efforts, which the Project would be required by the City to implement. These regulations include AB 341, which requires California commercial enterprises and public entities that generate four cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide, with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025.<sup>80</sup>

With a remaining daily intake capacity of approximately 19,957 tons of solid waste per day, the four Class III landfills serving the City that accept commercial solid waste could accommodate the Project's increase of approximately 0.70 tons of solid waste per day. Further, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Therefore, Project impacts related to solid waste would be less than significant.

**Table XIX-4  
Estimated Solid Waste Generation**

Land Use	Size	Generation Rate <sup>1</sup>	Total (lbs)
Manufacturing/Industrial/Warehouse	243,500 sf	5 lbs/day/sf	1,215
Office	30,000 sf	6 lbs/day/1,000 sf	180
<b>Total</b>			<b>1,395</b>
lbs = pounds      sf = square feet <sup>1</sup> Source: CalRecycle website: <a href="https://www2.calrecycle.ca.gov/wastecharacterization/general/rates">https://www2.calrecycle.ca.gov/wastecharacterization/general/rates</a> . Note: Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.			

## Cumulative Impacts

The only identified related project is the mixed-use project located east of the Project Site, across Winnetka Avenue, and as described previously, this related project has already been developed. The Project in combination with the related project would generate additional solid waste. As shown in Table XIX-2, above, the landfills serving the City have an approximate available daily intake of 19,957 tons. Therefore, the facilities serving the Project area would have adequate capacity to accommodate the solid waste generated by cumulative development. Similar to the Project, the related project would be required by the City to participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste

<sup>80</sup> LA Sanitation, Solid Waste Integrated Resources Plan, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?\\_afLoop=9993233491659747&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=1b56s9l1u3\\_1#!%40%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D9993233491659747%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3D1b56s9l1u3\\_5](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_afLoop=9993233491659747&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=1b56s9l1u3_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D9993233491659747%26_afWindowMode%3D0%26_adf.ctrl-state%3D1b56s9l1u3_5), accessed November 18, 2021.



to be disposed of at the landfills. Thus, cumulative development would not create the need for new or expanded landfills, and cumulative impacts with respect to solid waste service would be less than significant.

**e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. 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 to AB 939, SB 1374 requires that the Project implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Additionally, the City is currently implementing its “Zero-Waste-to-Landfill” goal to achieve zero waste to landfills by 2025 to enhance the Solid Waste Integrated Resources Planning Process. The Project would comply with the applicable regulations associated with solid waste, including AB 939, SB 1374, and the Construction and Demolition Waste Recycling Ordinance (Ordinance No. 181,519), which requires all mixed construction and demolition waste generated within City limits be taken to City certified construction and demolition waste processors. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, a less than significant impact would occur.

**Cumulative Impacts**

All development in the City, including the Project and the related project, would be required to comply with the City’s recycling programs. Therefore, cumulative impacts related to this issue would be less than significant.

## XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis applies to Options A, B, and C as impacts with respect to wildfire are based on specific Project Site conditions, which would be the same regardless of the use that occupies each building.

### a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

**No Impact.** The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone.<sup>81</sup> Therefore, no impact would occur.

<sup>81</sup> City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, January 27, 2022.

**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?**

**No Impact.** The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone.<sup>82</sup> In addition, the Project Site is flat and is not located in a hillside zone. Therefore, no impact would occur.

**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?**

**No Impact.** The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone.<sup>83</sup> Therefore, no impact would occur.

**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.** The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone.<sup>84</sup> Therefore, no impact would occur.

### **Cumulative Impacts**

The Project vicinity, including the Project Site and the site of the related project, is not within or near a very high fire severity zone, and the Project would not result in any impacts related to wildfire. Therefore, no cumulative impacts related to wildfire would occur.

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<sup>82</sup> City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, January 27, 2022.

<sup>83</sup> City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, January 27, 2022.

<sup>84</sup> City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, January 27, 2022.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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 with Mitigation Incorporated.** As discussed under Checklist Topics IV (Biological Resources) and V (Cultural Resources), the Project would not 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. As discussed under Checklist Topic XVIII (Tribal Cultural Resources), with implementation of mitigation, the Project would not have the potential to eliminate important examples of the major periods of California history or prehistory related to tribal cultural resources. Therefore, these impacts would 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.** Based on the analysis contained in this IS/MND, the Project’s contribution to cumulative impacts would not be considerable.

**c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** Based on the analysis contained in this IS/MND, the Project would not result in any direct or indirect adverse effects on human beings, and all Project impacts would be less than significant.