



## Wilshire and Cloverdale Project

Case Number: ENV-2022-7530-EIR

**Project Location:** 5350–5376 Wilshire Boulevard, 706–716 Cloverdale Avenue, and 721–725 Detroit Street, Los Angeles, California 90036

**Community Plan Area:** Wilshire

**Council District:** 5—Yaroslavsky

**Project Description:** The Wilshire and Cloverdale Project (Project) would include a mixed-use development comprised of residential and commercial uses with associated parking on an approximately 1.36-acre site located at 5350–5376 Wilshire Boulevard, 706–716 Cloverdale Avenue, and 721–725 Detroit Street (Project Site) within the Wilshire Community Plan Area of the City of Los Angeles (City). The Project would utilize the City's Transit Oriented Communities (TOC) Guidelines to construct a podium tower (Residential Tower) comprised of up to 419 residential units, including 47 Extremely Low-Income affordable units, a 2,645 square-foot restaurant, and 47,533 square feet of open space. Existing commercial buildings, including Los Angeles Historic-Cultural Monument (HCM) #451 which is limited to the façade of the Dark Room storefront, along Wilshire Boulevard would be retained and would provide 42,092 square feet of office and restaurant uses. In total, the Project would include 44,737 square feet of commercial floor area. Additionally, 6,137 square feet of existing commercial floor area would be removed. The Project would provide up to 443 vehicle parking spaces, comprised of 377 residential parking spaces and 66 commercial parking spaces, within four levels of below grade parking and five levels of above grade parking, as well as approximately 202 short-term and long-term bicycle parking spaces. Upon completion, the Project would result in a total floor area of 420,201 square feet, an overall project FAR of 7.51:1, and a maximum building height of 46 stories at approximately 530 feet.

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

Eyestone Environmental, LLC

**APPLICANT:**

Onni Group

May 2023

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# 1 INTRODUCTION

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An application for the proposed Cloverdale and Wilshire Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, 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 is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study (and the forthcoming EIR) are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

## 1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act 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; 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 nor Mitigated Negative Declaration is appropriate, an EIR is normally required.<sup>1</sup>

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<sup>1</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) (Footnote continued on next page)"



## 1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

### 1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

### 2 EXECUTIVE SUMMARY

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

### 3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics 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.

## 1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (<http://files.resources.ca.gov/ceqa>).

### 1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study determined that the proposed Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for the proposed project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the

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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.

Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

### **1.3.2 Draft EIR**

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

### **1.3.3 Final EIR**

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

## 2 EXECUTIVE SUMMARY

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|                        |                                                          |
|------------------------|----------------------------------------------------------|
| <b>PROJECT TITLE</b>   | <b>Wilshire and Cloverdale</b>                           |
| ENVIRONMENTAL CASE NO. | ENV-2022-7530-EIR                                        |
| RELATED CASES          | ZA-2022-7529-TOC-MCUP-SPR-CDO-VHCA;<br>VTT-83768-CN-VHCA |

### PROJECT LOCATION

|                          |                                              |
|--------------------------|----------------------------------------------|
| COMMUNITY PLAN AREA      | Wilshire                                     |
| GENERAL PLAN DESIGNATION | Regional Commercial, High Medium Residential |
| ZONING                   | [Q]C4-2-CDO, [Q]C2-1-CDO, [Q]R4-1            |
| COUNCIL DISTRICT         | 5—Yaroslavsky                                |

|                    |                                                                |
|--------------------|----------------------------------------------------------------|
| <b>LEAD AGENCY</b> | <b>City of Los Angeles</b>                                     |
| CITY DEPARTMENT    | Department of City Planning                                    |
| STAFF CONTACT      | Paul Caporaso                                                  |
| ADDRESS            | 221 North Figueroa Street, Suite 1350<br>Los Angeles, CA 90012 |
| PHONE NUMBER       | (213) 847-3629                                                 |
| EMAIL              | paul.caporaso@lacity.org                                       |

|                  |                                                         |
|------------------|---------------------------------------------------------|
| <b>APPLICANT</b> | <b>Onni Group</b>                                       |
| ADDRESS          | 315 West 9th Street, Suite 801<br>Los Angeles, CA 90015 |
| PHONE NUMBER     | (213) 457-7489                                          |

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

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Paul Caporaso, City Planner  
PRINTED NAME, TITLE

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May 12, 2023  
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 Wilshire and Cloverdale Project (Project) would include a mixed-use development comprised of residential and commercial uses with associated parking on an approximately 59,168 gross square foot (1.36 acre)<sup>2</sup> site located at 5350–5376 Wilshire Boulevard, 706–716 Cloverdale Avenue, and 721–725 Detroit Street (Project Site) within the Wilshire Community Plan Area of the City of Los Angeles (City). The Project would utilize the City’s Transit Oriented Communities (TOC) Guidelines to construct a podium tower (Residential Tower) comprised of up to 419 residential units, including 47 Extremely Low-Income affordable units, a 2,645 square-foot restaurant, and 47,533 square feet of open space. Existing commercial buildings, including Los Angeles Historic-Cultural Monument (HCM) #451 which is limited to the façade of the Dark Room storefront along Wilshire Boulevard would be retained and would provide 42,092 square feet of office and restaurant uses. In total, the Project would include 44,737 square feet of commercial floor area. Additionally, 6,137 square feet of existing building area that were rear additions to the southwestern portion of the commercial building along Wilshire Boulevard would be removed. The Project would provide up to 443 vehicle parking spaces, comprised of 377 residential parking spaces and 66 commercial parking spaces within four levels of below grade parking and five levels of above grade parking. In addition, approximately 202 bicycle parking spaces would be provided. Upon completion, the Project would result in a total floor area of 420,201 square feet, with an overall project FAR of 7.51:1, and a maximum building height of 46 stories at approximately 530 feet.

### 3.2 ENVIRONMENTAL SETTING

#### 3.2.1 Project Location

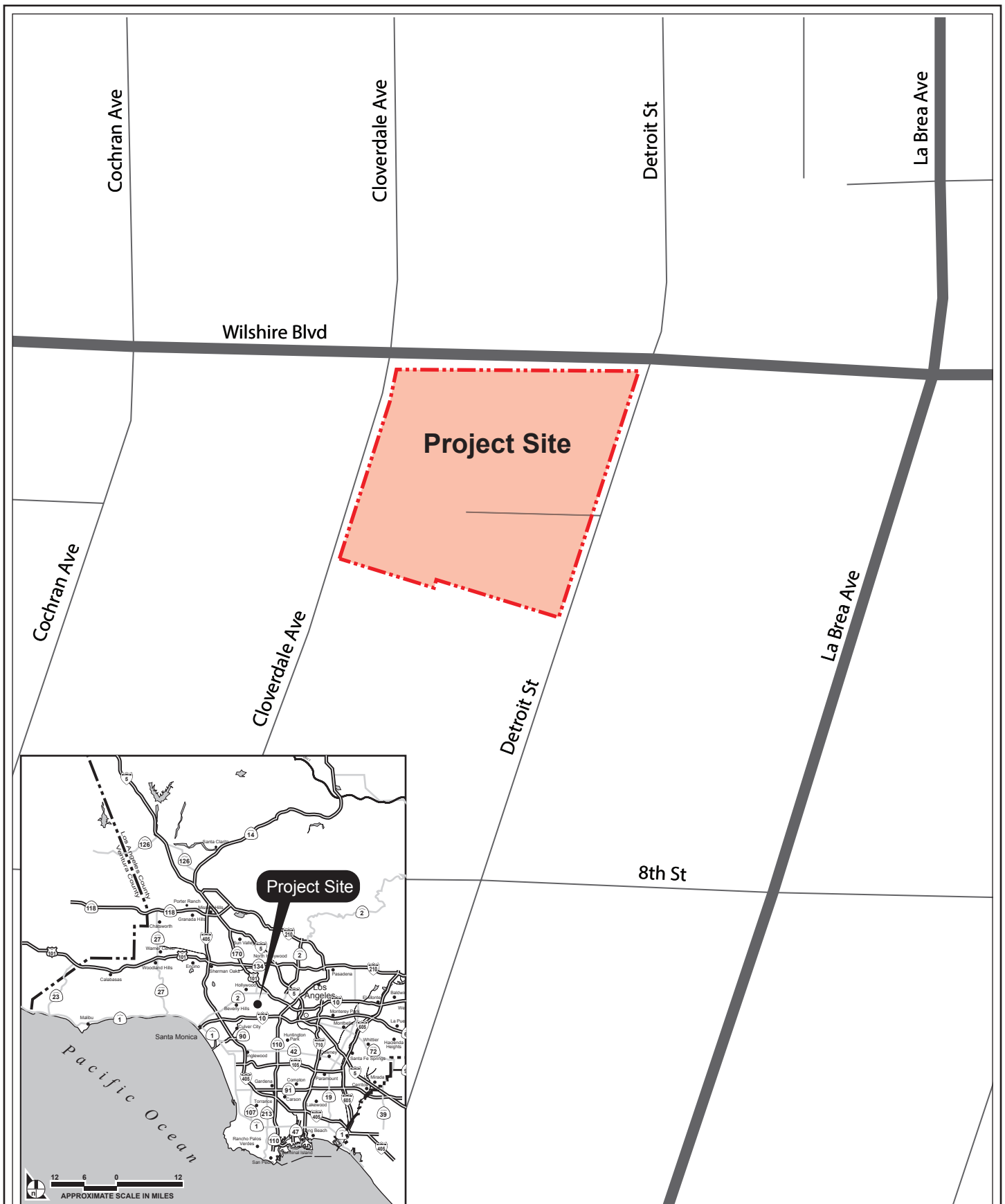
The Project Site is located at 5350–5376 Wilshire Boulevard, 706–716 Cloverdale Avenue, and 721–725 Detroit Street within the Wilshire Community Plan Area. As shown in Figure 1 page 10, the Project Site is bound by Wilshire Boulevard to the north, residential buildings and surface parking to the south, Detroit Street the east, and Cloverdale Avenue to the west. Regional access to the Project Site is provided by the Interstate-10 Freeway, which is accessible approximately 1.9 miles south of the Project Site. Local access to the Project Site is provided by several major local streets and avenues, including Wilshire Boulevard, La Brea Avenue, and Olympic Boulevard. Additionally, the future Metro D Line (Purple) station stop at Wilshire and La Brea is currently under construction to the immediate east of the Project Site across Detroit Street and is anticipated to be completed in 2023.

#### 3.2.2 Surrounding Land Uses

The Project Site is located in the Wilshire Community Plan Area with the majority of the Project Site located in the Miracle Mile Community Design Overlay. As shown in Figure 2 on page 11, the area surrounding the Project Site is developed primarily with a mix of low- to high-rise commercial, and

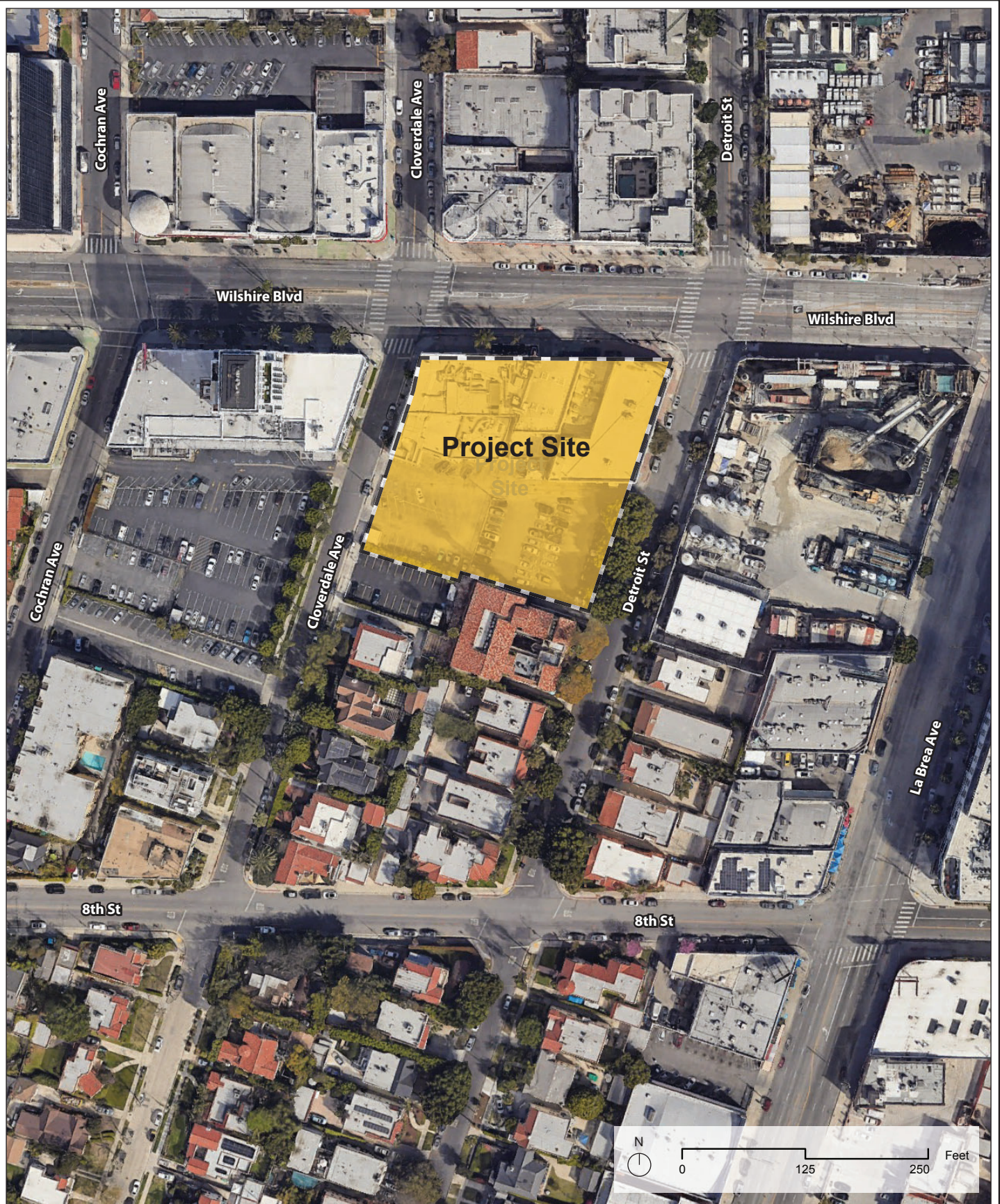
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<sup>2</sup> Lot area after proposed vacation and merger of alley into the Project Site. The existing lot area prior to vacation is 56,366 square feet.



**Figure 1**  
Project Location Map





**Figure 2**  
Aerial Photograph of the Project Vicinity



residential uses. Uses located adjacent to the Project Site include two- to six-story buildings comprised of commercial and residential uses across Wilshire Boulevard to the north, two- and three-story residential buildings to the south, and a two- and ten-story commercial building and surface parking to the west. There are several existing and proposed high rise towers in the Miracle Mile area located along Wilshire Boulevard, including the 31-story building at 5900 Wilshire Boulevard and the proposed 42-story tower at 5411 Wilshire Boulevard. The land uses surrounding the Project Site are Regional Commercial and High Medium Residential, and have varying zoning designations, including [Q]C4-2-CDO, [Q]C2-1-CDO, [Q]R4-1-HPOZ, and [Q]R4-1.

### **3.2.3 Existing Conditions**

#### **3.2.3.1 Existing Project Site Conditions**

As shown in Figure 2 on page 11, the Project Site is currently developed with four historic commercial buildings along Wilshire Boulevard and surface parking areas to the south of these buildings. The existing buildings range from one to two stories and include approximately 48,229 square feet commercial uses. The existing buildings on the Project Site are located within the boundary of the Miracle Mile Historic District, which was formally determined eligible for listing in the National Register of Historic Places in 1983 through the federal Section 106 review process and, as a result, is listed in the California Register of Historical Resources. Additionally, a portion of the façade of the building located at 5366–76 Wilshire Boulevard is designated as Los Angeles Historic-Cultural Monument No. 451. Vehicular access to the Project Site is provided via two driveways on Cloverdale Avenue and a dead end 20-foot alley that is accessed from Detroit Street and terminates at the middle of the Site. Pedestrian access to the Project Site is located along Wilshire Boulevard, Detroit Street, and Cloverdale Avenue. Existing landscaping within the Project Site includes 17 non-protected trees. In addition, nine street trees and two empty tree wells are located in the public right of way along the perimeter of the Project Site.

#### **3.2.3.2 Land Use and Zoning Designations**

The Project Site is located within the planning boundary of the Wilshire Community Plan<sup>3</sup> Area and is designated as Regional Commercial and High Medium Residential. Table 1 on page 13 shows the existing lot areas broken down by zoning designation prior to the proposed vacation and merger of the alley into the Project Site. The northern portion of the Project Site, comprised of 34,817 square feet of existing lot area, is zoned [Q]C4-2-CDO (Qualified Condition, Commercial Zone, Height District 2, Miracle Mile Community Design Overlay District). The southern portion of the Project Site, comprised of 14,847 square feet of existing lot area, is zoned [Q]C2-1-CDO (Qualified Condition, Commercial zone, Height District 1, Miracle Mile Community Design Overlay). The southeastern corner of the Project Site, comprised of 6,702 square feet of existing lot area, is zoned [Q]R4-1 (Qualified Condition, Residential zone, Height District 1). The [Q]C4-2-CDO and [Q]C2-1-CDO zoned parcels are designated Regional Commercial and the [Q]R4-1 zoned parcel is designated High Medium Residential.

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<sup>3</sup> The City is currently in the process of updating the Wilshire Community Plan.

**Table 1**  
**Project Site Zoning Square Footage Allocations**

| Zone Designation                                                              | Existing Lot Areas without Alley Merger |
|-------------------------------------------------------------------------------|-----------------------------------------|
| [Q]C4-2-CDO                                                                   | 34,817 sf                               |
| [Q]C2-1-CDO                                                                   | 14,847 sf                               |
| [Q]R4-1                                                                       | 6,702 sf                                |
| Total Existing Lot Area                                                       | 56,366 sf                               |
| <hr/> <i>sf = square feet</i><br><i>Source: Eyestone Environmental, 2023.</i> |                                         |

Pursuant to the LAMC, the C4 zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. Height District 2, in conjunction with the C4 zone, does not impose any height limit with an allowable maximum Floor area Ratio (FAR) of 6:1. The C2 zone permits the same array of land uses as C4. Height District 1, in conjunction with the C2 zone, does not impose a height limit with an allowable maximum FAR of 1.5:1. Pursuant to LAMC Section 12.22 A.18, the C4 zoned portion of the Site permits a residential density of one dwelling unit per 200 square feet of lot area for a mixed-use development. The [Q] conditions limit the use of the C2 lots to parking and residential up to an R4 density (400 SF of lot area per dwelling unit). In addition, the Q conditions limit market-rate residential projects on the R4 zoned lot to an R3 density (800 SF of lot area per unit). Other Q conditions address site planning, circulation, architecture, parking, signage, and landscaping.

The “CDO” designation indicates that the Project Site is located within the boundaries of the Miracle Mile Community Design Overlay District (CDO), which provides guidance and direction in the design of new and exterior rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity, and promote the pedestrian environment of the district. The CDO also provides guidelines and standards for elements, such as site planning, architectural treatment, roof lines, building articulation, parking, entry treatment, ground floor lighting, and landscape. The R4 zone permits churches, schools, childcare, apartment homes, and one-family dwellings land uses. Height District 1, in conjunction with the R4 zone, does not impose any height limit with an allowable FAR of 3:1.

The Project Site is located in a Transit Priority Area (TPA), as defined by the Senate Bill (SB) 743 and the City Zoning Information File (ZI) 2452.<sup>4</sup> Additionally Assembly Bill 2097, effective January 1, 2023, prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 0.5 mile of public transit. The Project Site is well served by a variety of public transit options along Wilshire Boulevard provided by the Los Angeles County Metropolitan Transit Authority (Metro) and the Los Angeles Department of

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<sup>4</sup> SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” TPAs are areas within 0.5 mile of a major transit stop that are existing or planned. Thus, in accordance with SB 743 and the City’s Zoning Information (ZI) No. 2452, the Project’s aesthetic and parking impacts are not considered significant as a matter of law.

Transportation (LADOT). In particular, the Project Site is located adjacent to the future Metro D Line (Purple) station stop at Wilshire and La Brea that is currently under construction. As such, a portion of the Project Site is identified as being located within a Metro right-of-way (ROW) Project Area. As described by ZI-1117, adopted by City Council on May 20, 2018, and revised on December 19, 2019, prior to the issuance of any building permit, Metro must review applicable projects within 100 feet of Metro-owned Rail or Bus Rapid Transit ROW to ensure safe access to, and operations of, transportation services and facilities.

### **3.3 DESCRIPTION OF PROJECT**

#### **3.3.1 Project Proposed Lot Area**

As described in Section 3.2.3.2 above, the existing lot area of the Project Site is 56,366 square feet. As part of the proposed Vesting Tentative Tract Map, the Project proposes to vacate and merge a 20-foot public alley comprised of 2,802 square feet that bisects the Project Site, which would result in 59,168 square feet of lot area. Upon the approval of a Vesting Tentative Tract Map, half of the vacated alley (1,401 square feet) would be zoned [Q]C4-2-CDO and the other half of the vacated alley (1,401 square feet) would be zoned [Q]C2-1-CDO. In addition, a 5-foot street dedication would be required along the portion of Cloverdale Avenue not occupied by the existing building to remain. This dedication occurs in the [Q]C4-2-CDO and [Q]C2-1-CDO zoned portion of the Project Site. Table 2 on page 15 shows the proposed lot areas by zoning designation after the vacation and merger of the alley into the Project Site and the lot area after the street dedication on Cloverdale.

#### **3.3.2 Project Overview**

As shown in Figure 3 on page 16, the Project would include a mixed-use development comprised of residential and commercial uses with associated parking. The Residential Tower would provide up to 419 residential units comprised of 206 1-bedroom units, 208 2-bedroom units, and five penthouse units consisting of two 3-bedroom units and three 4-bedroom units. Additionally, the Residential Tower would include 2,645 square feet of floor area for ground floor restaurant, located north adjacent to the residential entrance. Existing commercial buildings, including Los Angeles Historic-Cultural Monument (HCM) #451 which is limited to the façade of the Dark Room storefront, along Wilshire Boulevard would be retained and would provide 42,092 square feet of commercial uses. Specifically, 15,306 square feet of existing retail uses and 1,358 square feet of office uses would be converted to 16,664 square feet of restaurant space within the existing commercial buildings. Additionally, 6,137 square feet of existing building area that were rear additions to the southwestern portion of the commercial building along Wilshire Boulevard would be removed. As shown in Table 3 on page 17, upon completion, the Project would include 44,737 square feet of commercial floor area. The Project would provide up to 443 vehicle parking spaces, comprised of 377 residential parking spaces and 66 commercial parking spaces within four levels of below grade parking and five levels of above grade parking. In addition, approximately 202 bicycle parking spaces would be provided. Upon completion, the Project would result in a total floor area of 420,201 square feet, an overall project FAR of 7.51:1, and a maximum building height of 46 stories at approximately 530 feet. The Project would also include 26,584 square feet of common open space, as well as 20,950 square feet of private open space, for a total of 47,533 square feet of open space.

**Table 2**  
**Proposed Lot Area by Zoning Designation**

| Zone Designation                                                                 | Lot Areas with Alley Merger prior to Dedication | Lot Area with Alley Merger after Dedications |
|----------------------------------------------------------------------------------|-------------------------------------------------|----------------------------------------------|
| [Q]C4-2-CDO                                                                      | 36,218 sf                                       | 35,813 sf                                    |
| [Q]C2-1-CDO                                                                      | 16,248 sf                                       | 15,950 sf                                    |
| [Q]R4-1                                                                          | 6,702 sf                                        | 6,702 sf                                     |
| Totals                                                                           | 59,168 sf                                       | 58,465 sf                                    |
| _____<br><i>sf = square feet</i><br><i>Source: Eyestone Environmental, 2023.</i> |                                                 |                                              |

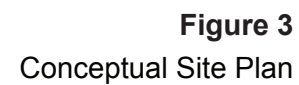
### 3.3.3 Design and Architecture

As shown in Figure 3 and Figure 4 on pages 16 and 18, respectively, the Project would retain the existing historic buildings along Wilshire Boulevard, with the exception of small rear additions on the existing at 5366–76 Wilshire Boulevard building. The Residential Tower located within the southwestern portion of the Project Site and new parking facilities to support the existing and proposed uses would include 46 levels with a building height of approximately 530 feet. Parking would be provided within four below-grade and five above grade levels that would be located to the south of the existing commercial buildings to remain. The western portion of the parking area would form the base of the Residential Tower and the eastern portion of the parking area would form a podium that would provide an expansive outdoor open space amenity area inclusive of a pool deck that would be accessed from the 5th level of the Residential Tower. At the street level, commercial and residential uses would screen the parking area along Cloverdale Avenue. Above the ground level, the parking levels would be architecturally screened with geometric inspired metal compatible with the Residential Tower’s overall design.

The Project would be designed to relate contextually to its immediate neighborhood as well as Miracle Mile as a whole. The contextually sensitive design would be achieved by limiting construction to existing surface parking lots, combining density into a singular tower, locating retail and other active spaces along Cloverdale Avenue and retaining the existing buildings with active commercial uses along Wilshire Boulevard. By setting back the tower, the main project mass would occur on the southwestern portion of the site, limiting shadows on neighboring structures. In addition, the Residential Tower would feature clear glass, black carbon aluminum, and dark bronze features in a contemporary interpretation of Art Deco style that would respect the eclectic and historic nature of Miracle Mile’s architectural significance and urban design through the use of symmetry, layering of vertical and geometric lines, and repeated patterns. Refer to Figure 5 and Figure 6 on pages 19 and 20, which depict the Project’s design elements.

### 3.3.4 Historic Preservation

The Project would retain the existing buildings that are contributors to the Historic District. All aspects of integrity would remain; however, the non-character-defining rear additions to the building at 5366–5376 Wilshire Boulevard would be removed. Until tenants are identified it is not possible to fully and appropriately determine the extent of necessary or desired work on the contributing buildings.





**Table 3**  
**Summary of Existing and Proposed Floor Area<sup>a</sup>**

| Land Use          | Existing Floor Area       | Existing Floor Area to Be Removed | Existing and Reconfigured Floor Area to be Renovated/ Converted | Proposed New Construction Floor Area | Proposed Floor Area Upon Completion |
|-------------------|---------------------------|-----------------------------------|-----------------------------------------------------------------|--------------------------------------|-------------------------------------|
| <b>Retail</b>     | <b>20,001<sup>b</sup></b> | <b>(4,695 sf)</b>                 | <b>0<sup>b</sup></b>                                            | <b>0</b>                             | <b>0</b>                            |
| <b>Restaurant</b> | <b>18,870</b>             | <b>(1,442 sf)</b>                 | <b>34,092<sup>b,d</sup></b>                                     | <b>2,645</b>                         | <b>36,737</b>                       |
| <b>Office</b>     | <b>9,358<sup>c</sup></b>  | <b>0</b>                          | <b>8,000<sup>c</sup></b>                                        | <b>0</b>                             | <b>8,000 sf</b>                     |
| Total Commercial  | 48,229 sf                 | (6,137 sf)                        | <b>42,092</b>                                                   | 2,645 sf                             | 44,737 sf                           |
| Residential       | —                         | —                                 | —                                                               | 375,464 sf                           | 375,464 sf                          |
| <b>Total</b>      | <b>48,229 sf</b>          | <b>(6,137 sf)</b>                 | <b>42,092</b>                                                   | <b>378,109 sf</b>                    | <b>420,201 sf</b>                   |

*sf = square feet*

<sup>a</sup> Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”

<sup>b</sup> 15,306 square feet of existing retail use would be converted to restaurant use.

<sup>c</sup> 1,358 square feet of existing office use would be converted to restaurant use.

<sup>d</sup> 18,870 square feet of existing restaurant use – 1,442 square feet of existing restaurant use to be removed + 15,306 square feet of existing retail use to be converted to restaurant use + 1,358 square feet of existing office use to be converted to restaurant use = 34,092 square feet of uses to be renovated/converted to restaurant.

Source: Eyestone Environmental, 2023.

However, any work shall conform to the Secretary of the Interior’s Standards including retention and rehabilitation of the character-defining features as identified in the Historic Report. In particular, any tenant improvements to the storefronts shall be of a compatible contemporary design or be based on accurate reconstruction of the storefronts from the period of significance as documented through historic photographs or original drawings. Compliance with the Standards shall be determined by a qualified preservation expert who meets the Secretary’s professional qualification standards. Any façade work on the Los Angeles Historic-Cultural Monument No. 451 shall be approved as set forth in the City’s Cultural Heritage Ordinance.

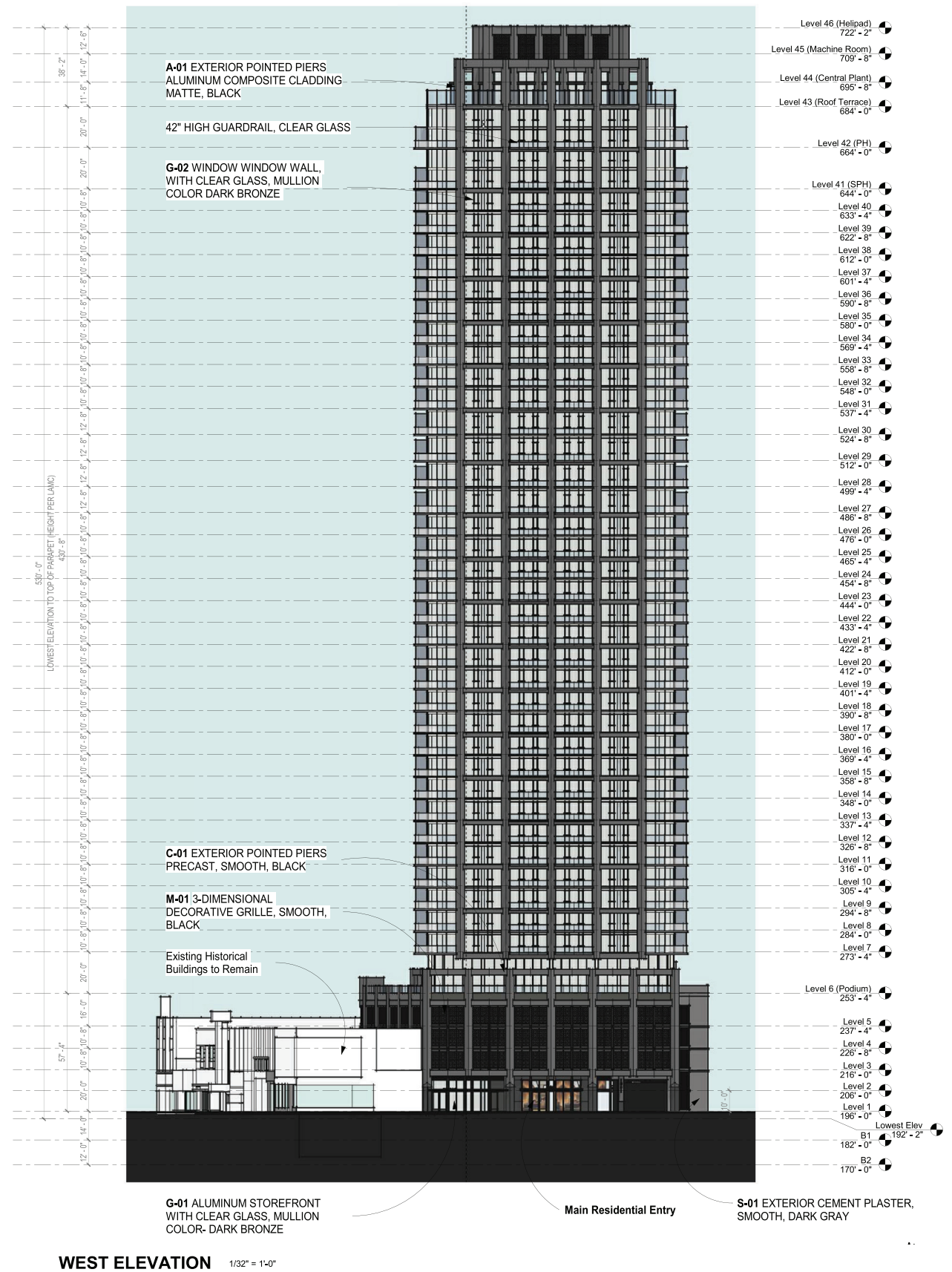
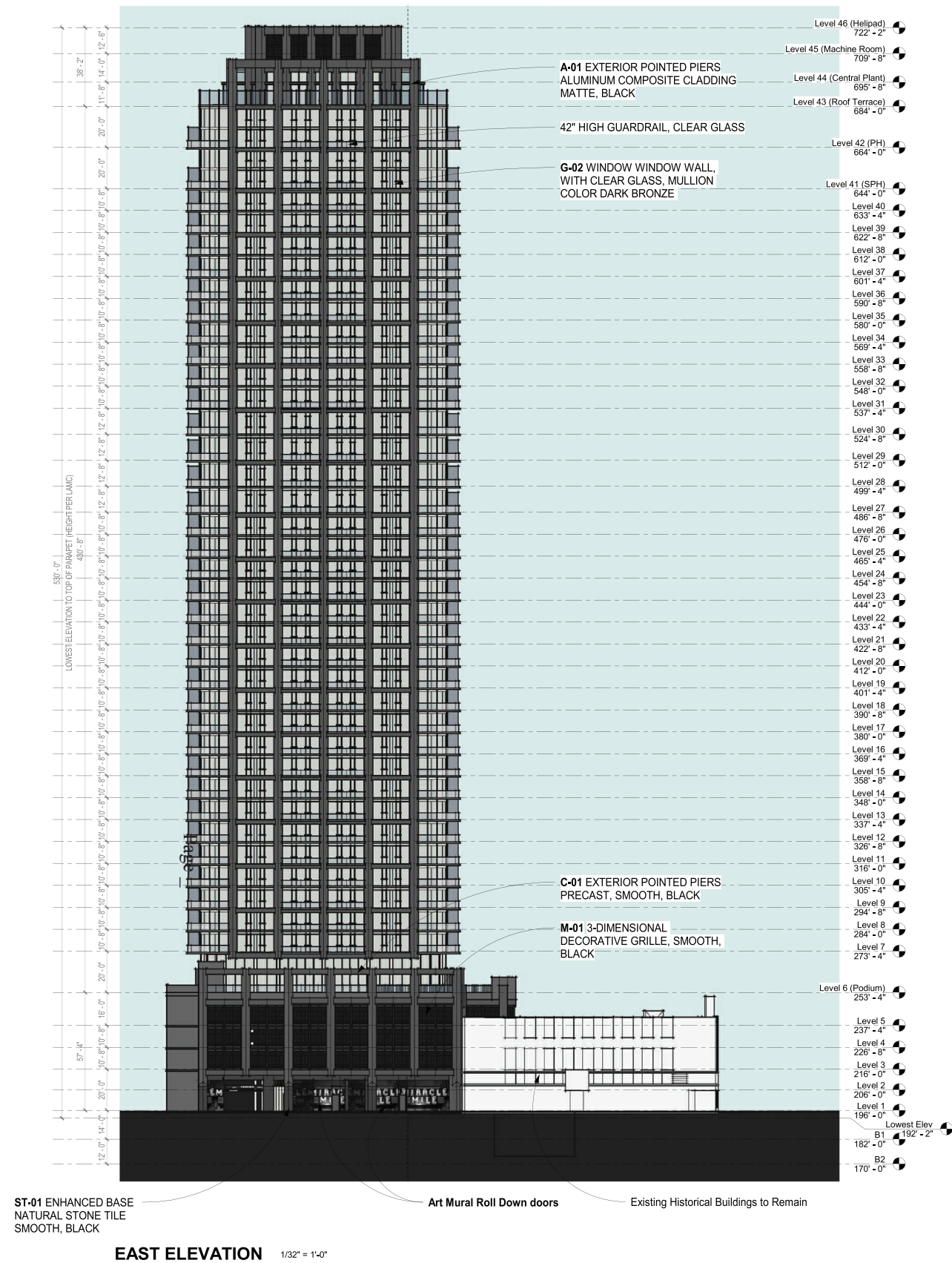
### 3.3.5 Open Space and Landscaping

LAMC Section 12.21 G requires open space for new developments with six or more dwelling units. Per LAMC Section 12.21 G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. The Project is required to provide a total of 47,475 square feet of open space. The Project would provide a minimum of 47,534 square feet of open space including 11,868 square feet of common indoor open space, 14,716 square feet of common outdoor open space, and 20,950 square feet of private open space including residential balconies and decks. The indoor common open space may include lounge areas, meeting room space, and a fitness center. Outdoor open space would be comprised of a pool, seating



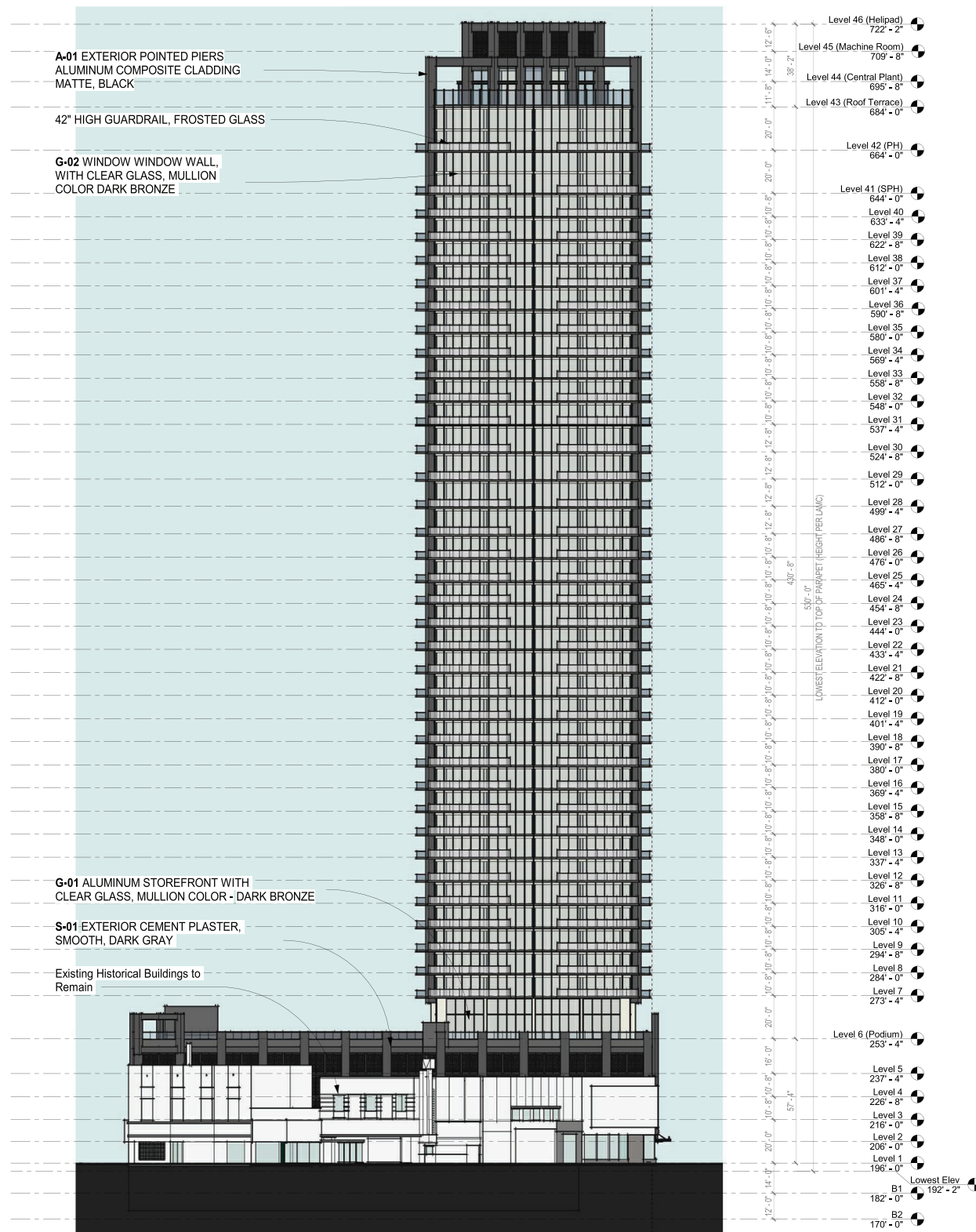
**Figure 4**  
Ground Floor View Facing Wilshire



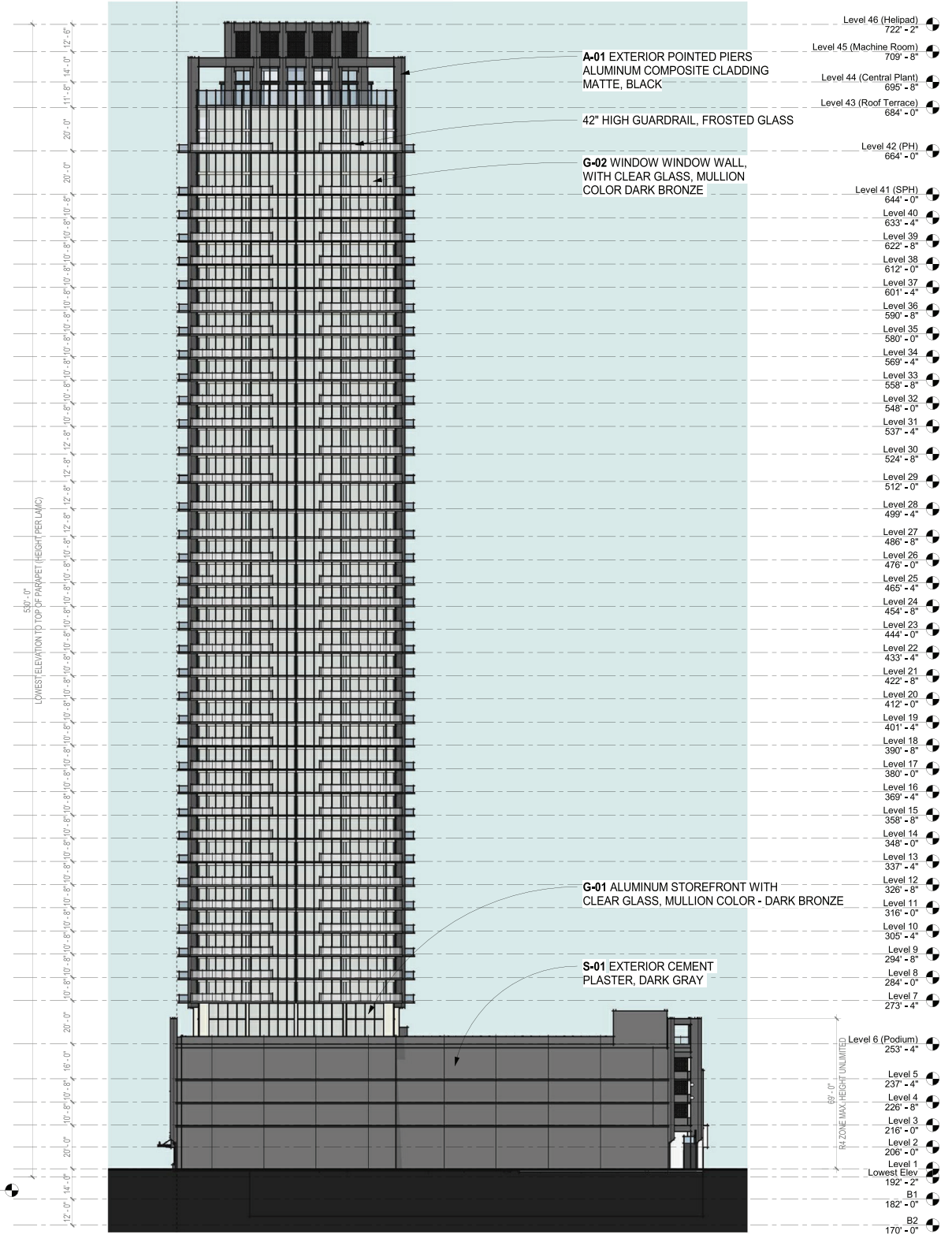


**Figure 5**  
East and West Elevation





**NORTH ELEVATION** 1/32" = 1'-0"



**SOUTH ELEVATION** 1/32" = 1'-0"

**Figure 6**  
North and South Elevation

areas, fitness areas, and deck areas primarily located on levels 6 (podium) and 43 (private roof top deck areas).

The Project Site has 18 on-site trees as well as nine street trees and two empty tree wells located in the public right of way. The Project would remove the existing 18 on-site trees and three street trees located on Detroit Street, none of which are protected trees under the City's Protected Tree and Shrubs Ordinance No. 186,873. Pursuant to the requirements of the City's Urban Forestry Division and subject to approval of the Board of Public Works, the on-site trees to be removed would be replaced at a 1:1 ratio, and the street trees to be removed would be replaced at a 2:1 basis. Overall, the Project would provide 105 new trees (10 street trees and 95 rooftop trees) consisting of Queen Palm and Desert Willow street trees, and Desert Museum Palo Verde, Wilson Fruitless Olive Tree, Foxtail Palm, Crape Myrtle, and Acacia Bailey for the amenity deck trees. Further, this analysis gives no rights to the applicant to remove any street tree. No street trees may be removed without prior approval of Urban Forestry based on compliance with LAMC Section 62.169 and 62.170 and applicable findings.

### **3.3.6 Access, Circulation, and Parking**

Vehicular access to the Project Site would be provided via two, two-way driveways along Cloverdale Avenue and Detroit Street that would provide access to parking area. Primary pedestrian access to the Residential Tower would be provided along Cloverdale Avenue.

The Project would provide a total of 377 residential spaces and 66 commercial spaces within five above-grade levels and four below-grade levels. Residential parking would be located on levels B4, B3, B2, B1, 2, 3, 4, and 5, and commercial parking would be located on levels B1 and 1. The Project would remove the existing surface parking containing 82 spaces. Further, 35 percent of the Project's parking spaces would be designated as electric vehicle (EV) spaces capable of supporting future electric vehicle supply equipment (EVSE) and 10 percent of the spaces would be equipped with EV Charging Stations.

The Project would also include 38 short-term and 200 long-term bicycle parking spaces, in accordance with LAMC section 12.21 A.16(a)(2), for a total of 238 bicycle parking spaces.

### **3.3.7 Lighting and Signage**

Project lighting would incorporate architecturally integrated low-level exterior lights on the building and along walkways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would include identity signage, building and tenant signage, and general ground level and way-finding pedestrian signage that would comply with LAMC. The Project would not include signage with flashing or mechanical properties. Project signage would be illuminated via low-level,

low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

### **3.3.8 Site Security**

During construction of the Project, temporary security measures, including security fencing, lighting, and locked entry, would be implemented to ensure security of the Project Site. During operation of the Project, the Applicant would implement the following features to enhance on-site safety:

- Lobby areas that are designed to be visible from the public streets or entry ways;
- Building entrances and exits, spaces around buildings, and pedestrian walkways that are designed to be open and in view of surrounding sites;
- Sufficient lighting of building entries and walkways to facilitate pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings;
- Sufficient lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment; and
- Access controls in the forms of private on-site security, alarm systems, a closed-circuit security camera system, and keycard entry for residents.

### **3.3.9 Residential Density, Floor Area Ratio (FAR), and Setbacks**

As previously discussed, the northern portion of the Project Site is zoned [Q]C4-2-CDO, and the southern portion of the Project Site is zoned [Q]C2-1-CDO, except for the southeast lot which is zoned [Q]R4-1. Pursuant to LAMC Section 12.21.1 A.1, the portion of the Project Site zoned [Q]C2-1-CDO shall not exceed 1.5 times the Buildable Area and the portion of the Project Site zoned [Q]R4-1 shall not exceed 3.0 times the Buildable Area. Pursuant to LAMC Section 12.21.1 A.2, the portion of the Project Site zoned [Q]C4-2-CDO shall not exceed 6.0 times the Buildable Area. Pursuant to the definition of Buildable Area in LAMC Section 12.03, for the [Q]C4-2-CDO and [Q]C2-1-CDO zones, Buildable Area is same as lot area after street dedications. In the [Q]R4-1 zoned portion, Buildable Area is the lot area (no street dedication is required in the R4 zone) subtracting the setback area required for a one-story building. Table 4 on page 23, shows the Buildable Area of the Project Site for the purpose of calculating floor area.

#### **Residential Density**

The C4 zoned portion of the Project Site permits a base density of one dwelling unit per 200 square feet of lot area for a mixed-use development, the C2 zoned portion permits a base density of one dwelling unit per 400 square feet of lot area, and the R4 zoned portion of permits one dwelling unit per 800 square feet of lot area. By providing 11 percent of the total units as Extremely Low Income Units as required by the TOC Guidelines, the Project is entitled to an 80-percent density increase. In addition, the Project request approval of a TOC Additional Incentive to calculate the maximum dwelling unit based on the lot area prior to street dedication. As shown in Table 5 on page 23, the



**Table 4  
Proposed Base Floor Area**

| <b>Zone Designation</b>                                                       | <b>Lot Area with Alley Merger After Dedications</b> | <b>Buildable Area (Floor Area)</b> | <b>Base FAR</b> | <b>Base Floor Area</b> |
|-------------------------------------------------------------------------------|-----------------------------------------------------|------------------------------------|-----------------|------------------------|
| [Q]C4-2-CDO                                                                   | 35,813 sf                                           | 35,813 sf                          | 6.0             | 214,878 sf             |
| [Q]C2-1-CDO                                                                   | 15,950 sf                                           | 15,950 sf                          | 1.5             | 23,925 sf              |
| [Q]R4-1                                                                       | 6,702 sf                                            | 4,162 sf                           | 3.0             | 12,486 sf              |
| Totals                                                                        | 58,465 sf                                           | 55,925 sf                          | —               | 251,289 sf             |
| <hr/> <i>sf = square feet</i><br><i>Source: Eyestone Environmental, 2023.</i> |                                                     |                                    |                 |                        |

**Table 5  
Proposed Residential Density**

| <b>Zone Designation</b>                                                                                     | <b>Lot Areas with Alley Merger Prior to Dedication</b> | <b>Base Density Ratio</b> | <b>Base Density</b> | <b>80-Percent TOC Incentive</b> |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------------|---------------------|---------------------------------|
| [Q]C4-2-CDO                                                                                                 | 36,218 sf                                              | 1 du/200 sf               | 182 du              | 328 du                          |
| [Q]C2-1-CDO                                                                                                 | 16,248 sf                                              | 1 du/400 sf               | 41 du               | 74 du                           |
| [Q]R4-1                                                                                                     | 6,702 sf                                               | 1 du/800 sf               | 9 du                | 17 du                           |
| Totals                                                                                                      | 59,168 sf                                              | —                         | 232 du              | 419 du                          |
| <hr/> <i>du = dwelling units</i><br><i>sf = square feet</i><br><i>Source: Eyestone Environmental, 2023.</i> |                                                        |                           |                     |                                 |

allowable base density is 232 dwelling units and a total of 419 dwelling units are allowed with the 80-percent density increase.

## **FAR**

By providing 11 percent of the total units as Extremely Low Income Units as required by the TOC Guidelines, the Project is entitled to a floor area increase of 55 percent in the [Q]C4-2-CDO and [Q]R4-1 zoned portion and a 4.25 FAR in the [Q]C2-1-CDO zoned portion, which allows up to 420,201 square feet of floor area. Upon completion, the Project would result in a total floor area of approximately 420,201 square feet with an allowable floor area ratio of 9.3:1 for the C4 parcels, 4.25:1 for the C2 parcels, and 4.65:1 for the R4 parcel. As part of the Project entitlements, a TOC Additional Incentive is requested to average floor area across the different zone designations. As shown in Table 4, a total of 251,289 square feet of floor area is allowed.

## **Setbacks**

As defined in LAMC Section 12.03, the Site is considered a Through Lot. The Detroit and Cloverdale frontages are designated front yards, and the Wilshire Boulevard and south frontage are designated side yards. No front yard is required for the portion of the Site located in the C4 and C2 zones. For the portion of the front yard along Detroit zoned R4, a 15-foot front yard is required and provided. No side yard is required along Wilshire Boulevard pursuant to LAMC Section 12.22 A.18. For the south frontage in the C2 and R4 zones, a 16-foot side yard is required. The Project requests a TOC Additional Incentive to permit the proposed 5-foot side yard in the C2 zone consistent with the RAS3 setbacks, and a 30-percent yard reduction for a 10-foot 4-inch setback in the R4 zone.

### **3.3.10 Sustainability Features**

The Project would incorporate sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code). The Project also represents an infill development in close proximity to future and existing rail and bus lines and would utilize and/or improve existing pedestrian and utility infrastructure to service the proposed uses. Sustainability features would include, but are not limited to, water conservation features that include the use of native plants, passive cooling strategies, Energy Star-labeled appliances, a bicycle-friendly site design, and waste reduction features.

In addition, the Project Site's adjacency to the future Metro D Line (Purple) Wilshire/La Brea Station, as well as several bus lines within 0.25 mile, including Metro Bus Lines 20 and 720, LADOT DASH Fairfax Line, and Antelope Valley Transit Authority (ATVA) Bus Line 786, would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors.

Furthermore, as discussed above, 35 percent of the Project's parking spaces will be designated as Electric Vehicle (EV) spaces capable of supporting future electric vehicle supply equipment (EVSE) and 10 percent of the spaces will be equipped with EV Charging Stations.

### **3.3.11 Anticipated Construction Process and Schedule**

Construction of the Project would commence with the removal of small additions on the southwest portion of the existing buildings and the surface parking lot. This would be followed by excavation activities associated with the installation of building footings and subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 115,796 cubic yards of export would be hauled from the Project Site. Project construction is anticipated to begin in 2026 with completion in 2029.

### 3.4 Requested Permits and Approvals

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

1. Pursuant to **LAMC Section 12.22 A.31**, a Transit Oriented Communities (TOC) Determination for Additional Incentives for:
  - a. Setback reductions for RAS3 setbacks of a 5-foot side yard on the south side yard on the portion of the site zoned [Q] C2-1-CDO
  - b. 35% Setback reduction for the south portion of R4 zone setback to 10 feet 4.81 inches
  - c. Density to be calculated based on Lot Area prior to dedications and including the area of the alley to be merged to allow for up to 419 dwelling units, or an 80% increase from an allowable base density of 232 units and;
  - d. Averaging of FAR, density, parking or open space, and permitting vehicle access/parking access, and;
2. Pursuant to LAMC Section 16.05, Site Plan Review for the development of more than 50 new dwelling units, and;
3. Pursuant to LAMC Section 12.24 W.1.a, a Main Conditional Use Permit (MCUP) for Alcohol to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within five commercial spaces, and;
4. Pursuant to LAMC Section 13.08 E, a Design Overlay Plan Approval for compliance with the Miracle Mile Community Design Overlay (CDO), and;
5. Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the vacation of the existing alley and merger and resubdivision of the Project Site and alley public right-of-way into one lot for residential and commercial condominiums and a Haul Route for the export of approximately 115,796 cubic yards of soil, and;
6. Pursuant to Los Angeles Administrative Code Section 22.171.14 (a) approval of work on a portion the façade of the building located at 5366–76 Wilshire Boulevard which is designated Los Angeles Historic-Cultural Monument No. 451; and;
7. Pursuant to LAMC Section 91.106.4.5. approval of permits for any work on buildings determined eligible for the National Register of Places and the Historic Cultural Monument; and
8. 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, and sign permits.

### **3.5 RESPONSIBLE PUBLIC AGENCIES**

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

- No responsible public agencies have been identified for this Project.

A Trustee Agency under CEQA is a public agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State.

- No trustee agencies have been identified for this Project.



## 4 ENVIRONMENTAL IMPACT ANALYSIS

### I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

PRC Section 21099 applies to the Project since, consistent with Section 21099, the Project is a mixed-use residential development on an infill site within a transit priority area. The City’s Zone Information and Map Access System (ZIMAS) also confirms the Project Site’s location within a transit priority area, as defined in the ZI No. 2452. Therefore, the Project’s aesthetics and parking impacts shall not be considered significant impacts on the environment.

|                                                                                                                                                                                                                                                                                                                                                                             | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|                                                                                                                       | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|--------------------------|
| 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"/> |

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

**Less than Significant Impact.** Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. Project impacts to aesthetic resources would be less than significant, and no further analysis is required.

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

**Less than Significant Impact.** Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. Project impacts to aesthetic resources would be less than significant, and no further analysis is required.

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

**Less than Significant Impact.** Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. Project impacts to aesthetic resources would be less than significant, and no further analysis is required.

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

**Less than Significant Impact.** Pursuant to PRC Section 21099, the Project is a mixed-use residential project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts shall not be considered significant impacts on the environment and therefore do not have to be evaluated under CEQA. Project impacts to aesthetic resources would be less than significant, and no further analysis is required.

## II. AGRICULTURE AND FOREST RESOURCES

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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"/> |

**a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The Project Site is located in an urbanized area of the City. As discussed in Section 2, Project Description, of this Initial Study, the Project Site is developed with one- to two-story commercial buildings and a surface parking lot. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. Furthermore, the Project Site and surrounding area are not mapped as

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation.<sup>5,6</sup> As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** As discussed in Section 2, Project Description, of this Initial Study, the northern portion of the Project Site is zoned [Q]C4-2-CDO (Qualified Condition, Commercial Zone, Height District 2, Miracle Mile Community Design Overlay District), the southern portion of the Project Site is zoned [Q]C2-1-CDO (Qualified Condition, Commercial zone, Height District 1, Miracle Mile Community Design Overlay), and the southeastern corner of the Project Site is zoned [Q]R4-1 (Qualified Condition, Residential zone, Height District 1). The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.<sup>7</sup> Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** As previously discussed, the Project Site is located in an urbanized area and is currently developed with one- to two-story commercial buildings and a surface parking lot. The Project Site does not include any forest land or timberland. In addition, as discussed above, the Project Site is not zoned for forest land and is not used as forest land.<sup>8</sup> Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

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<sup>5</sup> City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APN 5089002025, 5089002026, 5089002002, 5089002003, 5089002019, 5089002004, 5089002005, <http://zimas.lacity.org/>, accessed April 20, 2023.

<sup>6</sup> California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/App/index.html?marker=-118.29152006048791%2C34.02551004278704%2C%2C%2C%2C&markertemplate=%7B%22title%22%3A%22%22%2C%22longitude%22%3A-118.29152006048791%2C%22latitude%22%3A34.02551004278704%2C%22isIncludeShareUrl%22%3Atrue%7D&level=14>, accessed April 20, 2023.

<sup>7</sup> California Department of Conservation, The Williamson Act Status Report 2016–17, [www.conservation.ca.gov/dlrp/wa/Documents/stats\\_reports/2018%20WA%20Status%20Report.pdf](http://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf), accessed April 20, 2023.

<sup>8</sup> City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APN 5089002025, 5089002026, 5089002002, 5089002003, 5089002019, 5089002004, 5089002005, <http://zimas.lacity.org/>, accessed April 20, 2023.

**No Impact.** As previously discussed, the Project Site is located in an urbanized area and does not include any forest land. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** As discussed above, the Project Site is located in an urbanized area of the City and does not include farmland or forest land. Further, the Project Site and surrounding area are not mapped as farmland or forest land, are not zoned for farmland/agricultural use or forest land, and do not contain any agricultural or forest uses.<sup>9</sup> As such, the Project would not result in the conversion of farmland to non-agricultural use or in the conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

### 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<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                                |                                      |                                                                |                                     |                          |
| a. Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                   | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                            | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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"/> |

<sup>9</sup> City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APN 5089002025, 5089002026, 5089002002, 5089002003, 5089002019, 5089002004, 5089002005 <http://zimas.lacity.org/>, accessed April 20, 2023.



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

**Potentially Significant Impact.** The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM<sub>2.5</sub>], and lead<sup>10</sup>). SCAQMD's 2016 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). 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.<sup>11</sup> With regard to future growth, SCAG has prepared their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG's planning area. Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, development of the Project could have a potential adverse effect on SCAQMD's implementation of the AQMP. Therefore, further evaluation of the Project's potential conflicts with the AQMP will be included in the EIR.

**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?**

**Potentially Significant Impact.** As discussed above, construction and operation of the Project could result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, PM<sub>2.5</sub> and lead, and state air quality standards for ozone, particulate matter less than 10 microns in size (PM<sub>10</sub>), and PM<sub>2.5</sub>. As a result, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, further evaluation of the Project's potential cumulative air pollutant emissions will be included in the EIR.

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

**Potentially Significant Impact.** As discussed above, the Project could result in increased short- and long-term air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses. Therefore, further evaluation of the Project's potential to result in substantial adverse impacts to sensitive receptors will be included in the EIR.

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

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<sup>10</sup> Partial Nonattainment designation for lead for the Los Angeles County portion of the South Coast Air Basin only.

<sup>11</sup> SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

**Less Than Significant Impact.** No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve operation of these types of uses. In addition, on-site trash receptacles would also be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

Construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations.<sup>12</sup> In particular, Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.<sup>13</sup>

Based on the above, the Project would not result in other emissions such as those leading to odors. Impacts during construction and operation of the Project would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

#### IV. BIOLOGICAL RESOURCES

|                                                                                                                                                                                                                                                                                                                      | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 U.S. Fish and Wildlife Service?                                                               | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

<sup>12</sup> SCAQMD, Visible Emissions, Public Nuisance, and Fugitive Dust, [www.aqmd.gov/home/rules-compliance/compliance/inspection-process/visible-emissions-public-nuisance-fugitive-dust](http://www.aqmd.gov/home/rules-compliance/compliance/inspection-process/visible-emissions-public-nuisance-fugitive-dust), accessed April 20, 2023.

<sup>13</sup> SCAQMD, Rule 402, Nuisance, adopted May 7, 1976.

|                                                                                                                                                                                                                                    | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|-------------------------------------|
| 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 following analysis is based, in part, on the *Tree Survey Report* (Tree Survey) prepared for the Project by Tree Case Management, dated October 6, 2022, and included as Appendix IS-1 of this Initial Study

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

**No Impact.** The Project Site is located in an urbanized area and is currently developed with one-to-two-story commercial buildings and a surface parking lot. Due to the urbanized and disturbed nature of the Project Site and the surrounding areas, and lack of large expanses of open space areas, species likely to occur on-site are limited to small terrestrial and avian species typically found in urbanized developed settings. Based on the lack of habitat on the Project Site, it is unlikely any special status species listed by the California Department of Fish and Wildlife (CDFW)<sup>14</sup> or by the U.S. Fish and Wildlife Service (USFWS)<sup>15</sup> would be present on-site. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City.<sup>16</sup> Therefore, the Project

<sup>14</sup> California Department of Fish and Wildlife, California Natural Diversity Database, Special Animals List, April 2021.

<sup>15</sup> United States Fish and Wildlife Service, ECOS Environmental Conservation Online System, Listed species believed to or known to occur in California, <https://ecos.fws.gov/ecp0/reports/ad-hoc-species-report>, accessed April 20, 2023.

<sup>16</sup> City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or USFWS. No impact would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** The Project Site is located in an urbanized area and is currently developed one- to two-story commercial buildings and a surface parking lot. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area.<sup>17,18</sup> Furthermore, the Project Site and surroundings are not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City or County of Los Angeles.<sup>19,20</sup> In addition, there are no other sensitive natural communities identified by the CDFW or the USFWS.<sup>21,22</sup> Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** As discussed above, the Project Site is located in an urbanized area and is currently developed with one- to two-story commercial buildings and a surface parking lot. No water bodies or state and federally protected wetlands exist on the Project Site.<sup>23</sup> As such, the Project would not have an adverse effect on state or federally protected wetlands. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

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<sup>17</sup> City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for APN 5089002025, 5089002026, 5089002002, 5089002003, 5089002019, 5089002004, 5089002005, <http://zimas.lacity.org/>, accessed April 20, 2023.

<sup>18</sup> United States Fish and Wildlife Service, National Wetlands Inventory, [www.fws.gov/wetlands/data/Mapper.html](http://www.fws.gov/wetlands/data/Mapper.html), accessed April 20, 2023.

<sup>19</sup> City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

<sup>20</sup> County of Los Angeles, Department of Regional Planning, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, February 2015.

<sup>21</sup> California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), <https://apps.wildlife.ca.gov/bios/>, accessed April 20, 2023.

<sup>22</sup> California Department of Fish and Wildlife, CDFW Lands, <https://apps.wildlife.ca.gov/lands/>, accessed April 20, 2023.

<sup>23</sup> United States Fish and Wildlife Service, National Wetlands Inventory, [www.fws.gov/wetlands/data/Mapper.html](http://www.fws.gov/wetlands/data/Mapper.html), accessed April 20, 2023.

**Less Than Significant Impact.** As described above, the Project Site is located in an urbanized area and is currently developed with one- to two-story commercial buildings and a surface parking lot. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within or surrounding the Project Site that provide linkages to natural open spaces areas which may serve as wildlife corridors. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City or County of Los Angeles.<sup>24,25</sup>

According to the Tree Survey, there are a total of 17 non-protected trees within the Project Site and three street trees would be removed during construction of the Project. Although unlikely, these trees could potentially provide nesting sites for migratory birds. However, the Project would comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, of any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. Additionally, California Fish and Game Code Section 3503 states that “[i]t is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” No exceptions are provided in the code and CDFW has never promulgated any regulations interpreting these provisions.

In accordance with the Migratory Bird Treaty Act and California Fish and Game Code, tree removal activities associated with the Project would take place outside of the nesting season (February 1–August 31), to the extent feasible. Should vegetation removal activities occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a buffer would be established until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the monitoring biologist, in coordination with the CDFW.

With compliance with the Migratory Bird Treaty Act, the Project would not 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. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**e. Would the project 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.** The City of Los Angeles Protected Tree and Shrub Ordinance (Ordinance 186873, LAMC Chapter IV, Article 6) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore

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<sup>24</sup> City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, Figure BR-1C—Biological Resources Areas (Central Geographical Area), January 19, 1995, p. 2-18-5.

<sup>25</sup> County of Los Angeles, Department of Regional Planning, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, February 2015.



trees, California Bay trees, Mexican Elderberry shrubs, and Toyon shrubs of at least 4 inches in diameter at breast height or 4.5 feet above the ground level at the base of the tree or shrub. These tree and shrub species are defined as “protected” by the City. Trees or shrubs that have been planted as part of a tree planting program are exempt from the City’s Protected Tree and Shrub Ordinance and are not considered protected. The City’s Protected Tree and Shrub Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts that inflict damage upon root system or other parts of the tree or shrub....” The protected tree or shrub must be replaced within the property by at least four specimens of a protected variety, except where the protected species is relocated pursuant to the LAMC. In addition, a protected tree shall only be replaced by other protected tree varieties and shall not be replaced by shrubs. A protected shrub shall only be replaced by other protected shrub varieties and shall not be replaced by trees, to the extent feasible as determined by the Advisory Agency, Board of Public Works, or a licensed or certified arborist.

According to the Tree Survey, there are a total of 17 *Pittosporum undulatum* (Victorian box) trees within the Project Site, and nine other non-protected street trees including two *Afrocarpus gracilior* (Fern pine) trees, two *Syagrus romanzoffiana* (Queen palm) trees, one *Platanus x acerifolia* (London planetree) tree, one *Agonis flexuosa* (Peppermint willow) tree, and three *Ficus nitida* (Ficus) trees. and two empty tree wells adjacent to the Project Site within the public rights-of-way. None of the trees within the Project Site or within the public rights-of-way are considered protected species by the City. As part of the Project, 21 trees would be removed, including 18 onsite trees and three street trees. All other trees would be avoided or preserved in place. On-site trees to be removed would be replaced at a 1:1 ratio, and street trees would be replaced on a 2:1 basis in accordance with the Bureau of Street Services, Urban Forestry Division’s requirements. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** As described above, the Project Site is located in an urbanized area and is currently developed with one- to two-story commercial buildings and a surface parking lot. As previously discussed, landscaping within the Project Site is limited, consisting of ornamental trees and shrubs and the Project Site does not support any habitat or natural community.<sup>26,27</sup> No Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.<sup>28</sup> Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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<sup>26</sup> City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APN 5089002002, 5089002003, 5089002004, 5089002005, 5089002019, 5089002025, and 5089002026 <http://zimas.lacity.org/>, accessed April 20, 2023.

<sup>27</sup> United States Environmental Protection Agency, NEPAassist, <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>, accessed April 20, 2023.

<sup>28</sup> California Department of Fish and Wildlife, California Natural Community Conservation Plans, April 2019.

## V. CULTURAL RESOURCES

|                                                                                                                | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                |
|----------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                             |                                      |                                                                |                                     |                          |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?      | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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"/> |

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

**Potentially Significant Impact.** Section 15064.5 of the CEQA Guidelines generally defines a historical resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to PRC Section 5020.1(k)); or (3) identified as significant in an historical resources survey (meeting the criteria in PRC Section 5024.1(g)). In addition, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The City of Los Angeles Historic-Cultural Monument designation is maintained by the Los Angeles Office of Historic Resources, which also administers SurveyLA, a comprehensive program to identify significant historical resources throughout the City.

As previously discussed, the Project Site is currently developed with one- to two-story commercial buildings and a surface parking lot. The existing buildings on the Project Site are located within the boundary of the Miracle Mile Historic District, which was formally determined eligible for listing in the National Register of Historic Places in 1983 through the federal Section 106 review process and, as a result, are listed in the California Register of Historical Resources. Thus, the existing buildings are historical resources for the purposes of CEQA. Additionally, a portion of the façade of the building located at 5366–76 Wilshire Boulevard is designated Los Angeles Historic-Cultural Monument No. 451. This building as well as the others are proposed to remain as part of the Project. Additionally, based on the HistoricPlacesLA database there are three potential historic districts in the vicinity of the Project Site: the Burnside Avenue-Cloverdale Avenue Residential Historic District is to the south and

southwest, the Detroit Street Multi-Family Residential Historic District is to the south and southeast, and the Ridgeley Drive-Detroit Street Multi-Family Residential Historic District is to the north.<sup>29</sup> The views of all three potential historic districts would be maintained. As buildings located within the Project Site are historical resources for the purposes of CEQA, further evaluation of the Project's direct and indirect impacts to historical resources will be included in the EIR.

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

**Potentially Significant Impact.** CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City and has been subject to grading, excavation and fill activities, and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nevertheless, the Project would result in excavation depths of up to 80 feet below existing grade. Therefore, further evaluation of the Project's potential to disturb previously undiscovered archaeological resources impacts on historical resources will be included in the EIR.

**c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact.** The Project Site is located within an urbanized area and has been subject to previous grading and development. No known traditional burial sites have been identified on the Project Site. Nevertheless, as the Project would require excavation at depths greater than those that have previously occurred on site, the potential exists to uncover existing but undiscovered human remains. If human remains are discovered during Project construction, work in the immediate vicinity of the construction area would be halted, and the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the most likely descendent. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98. Therefore, due to the low potential that any human remains are located on the Project Site and because compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities, the Project's impact related to human remains would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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<sup>29</sup> Los Angeles Historic Resources Inventory, [www.historicplacesla.org/reports/5551f51a-3058-48c8-82cc-704175f93509](http://www.historicplacesla.org/reports/5551f51a-3058-48c8-82cc-704175f93509), accessed April 20, 2023.

## VI. ENERGY

|                                                                                                                                                                                   | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?                                                                                     | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

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

**Potentially Significant Impact.** The Project would generate an increased demand for electricity, and potentially natural gas services, provided by the Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company, respectively, compared to existing conditions. While development of the Project would not be anticipated to cause wasteful, inefficient, and unnecessary consumption of energy resources due to compliance with existing regulations, further evaluation of the Project's demand on existing energy resources will be provided in the EIR. Additionally, the Project would be required to comply with the City's All-Electric Buildings Ordinance No. 187714, which requires all new buildings permitted after April 1, 2023 (or June 1, 2023, for an Affordable Housing Project) to be all-electric, with exceptions.

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

**Potentially Significant Impact.** First established in 2002 under SB 1078, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires all electric load serving entities to procure 60 percent of its electricity portfolio from eligible renewable energy resources by 2030. The LADWP provides electrical service throughout the City. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources.

Regarding energy efficiency, the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020.<sup>30</sup> The

<sup>30</sup> CEC, 2019 Building Energy Efficiency Standards, [www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency](http://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency), accessed April 20, 2023.

2019 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1 2013 national standards.<sup>31</sup>

As previously described, the Project Site is currently developed with one- to two-story commercial buildings and a surface parking lot. The Project Site does not include any renewable energy sources used by LADWP. The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. While the Project would not be anticipated to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, further evaluation of the Project's compliance with LADWP's plans for renewable energy, as well as the Project's compliance with California Building Energy Efficiency Standards, will be provided in the EIR.

## VII. GEOLOGY AND SOILS

|                                                                                                                                                                                                                                                                                        | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                     |                                      |                                                                |                                     |                                     |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                                         | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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. |                                      |                                                                |                                     |                                     |
| 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 checked="" type="checkbox"/> | <input 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"/>            |

<sup>31</sup> CEC, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, December 2018.

|                                                                                                                                                                                      | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input type="checkbox"/>            |

The following analysis is based, in part, on the *Geotechnical Investigation Report Proposed Mixed-Use Development 708 S Cloverdale Avenue* (Geotechnical Report) prepared for the Project by GeoPentech, dated October 17, 2022, and included as Appendix IS-2 of this Initial Study.

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

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? 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 11,700 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 within the last 1.6 million years. In addition, buried thrust faults, which are faults with no surface exposure, may exist in the vicinity of the Project Site; however, due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 feet to 500 feet on each side of a 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.



Based on the Geotechnical Report, the Project Site is not located within a City-designated Fault Rupture Study Area or an Alquist-Priolo Earthquake Fault Zone as mapped by CGS. The closest fault zone is associated with the Newport-Inglewood Fault and is located approximately 11,000 feet west of the Project Site. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**Less Than Significant Impact.** The Project Site is located in the seismically active region of Southern California and would potentially be subject to strong seismic ground shaking if a moderate to strong earthquake occurs on a local or regional fault. As discussed above, no active faults are known to pass directly beneath the Project Site, and further, the Project Site is not located in an Alquist-Priolo Earthquake fault Zone. As previously stated, the closest fault zone associated with the Project Site is the Newport-Inglewood Fault located approximately 11,000 feet west of the Project Site. State and local code requirements ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the substantial risk that buildings would collapse. Specifically, the state and City mandate compliance with numerous rules related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the City's General Plan Safety Element, and the Los Angeles Building Code. Pursuant to those laws, the Project must demonstrate compliance with the applicable provisions thereof before permits can be issued for construction of the Project. Accordingly, the design and construction of the Project would comply with all applicable existing regulatory requirements, the applicable provisions of the Los Angeles Building Code relating to seismic safety, and the application of accepted and proven construction engineering practices. The Los Angeles Building Code incorporates current seismic design provisions of the 2022 California Building Code, with City amendments, to minimize seismic impacts. The 2022 California Building Code 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 maximize earthquake safety. The Los Angeles Department of Building and Safety is responsible for implementing the provisions of the Los Angeles Building Code, and the Project would be required to comply with the plan review and permitting requirements of the Los Angeles Department of Building and Safety, including the recommendations provided in the geotechnical report for the Project, which will be subject to review and approval by the Los Angeles Department of Building and Safety. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** Liquefaction occurs when loose, saturated, granular soils lose their strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle.

According to the 2018 California Geological Survey map of Earthquake Zones of Required Investigation for the Hollywood Quadrangle, and the County of Los Angeles Seismic Safety Element, the Project Site is not located within an area identified as having a potential for liquefaction.<sup>32</sup> Therefore, with adherence to existing regulations and site-specific design recommendations, impacts related to liquefaction would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** Landslides generally occur in loosely consolidated, wet soils and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and characterized by relatively level topography. According to the California Department of Conservation's Seismic Hazard Zones Map for the Hollywood Quadrangle, the Project Site is not located within an earthquake-induced landslide area.<sup>33</sup> Furthermore, the Los Angeles General Plan Safety Element does not map the Project Site in a landslide area.<sup>34</sup> Development of the Project also would not include altering the existing topography of the Project Site such that steep slopes would be introduced. As such, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

#### **b. Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** The Project Site is currently fully developed with buildings and surface parking. As such, there are no extensive open spaces with exposed topsoil. However, construction of the Project would require grading, excavation associated with the installation of subterranean parking, and other construction activities that have the potential to disturb soils underneath the Project Site and expose these soils to rainfall and wind, which can result in soil erosion. However, this potential soil erosion would be reduced by the implementation of standard erosion controls during site preparation and grading activities. Specifically, all grading activities would require grading permits from the LADBS, which would include requirements and standards designed to limit potential effects associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavation, and fills. The Project would also be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. Regarding soil erosion during Project operations, the potential is negligible since the Project Site would mostly remain fully developed, except for some landscaping located throughout the Project Site. However, the landscaping would include trees to prevent soil erosion. Therefore, with compliance with applicable regulatory requirements, impacts related to substantial soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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<sup>32</sup> The Geotechnical Investigation Report for 708 Cloverdale Development included at Appendix IS-2 to this Initial Study.

<sup>33</sup> California Department of Conservation, California Geological Survey, *Earthquake Fault Zones and Seismic Hazards Zones Map, Hollywood 7.5 Minute Quadrangle*, November 6, 2014.

<sup>34</sup> Department of City Planning Los Angeles, General Plan Safety Element, November 1996, Exhibit C, Landslide Inventory & Hillside Areas, p. 51.

**c. Would the project 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?**

**Less Than Significant Impact.** As discussed above, the Project Site is not located near slopes or geologic features that would result in on- or off-site landsliding. Therefore, no impacts related to landslides would occur, and no mitigation measures are required.

Liquefaction-related effects include lateral spreading. As evaluated in the Geotechnical Report and discussed above, the Project Site is not susceptible to liquefaction and would not potentially result in lateral spreading. Impacts related to liquefaction and lateral spreading would be less than significant, and no mitigation measures are required.

Subsidence generally occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. No large-scale extraction of groundwater, gas, oil or geothermal energy is occurring or planned at the Project Site or in the general vicinity of the Project Site. Therefore, there is no potential for ground subsidence due to withdrawal of fluid or gas at the Project Site. Thus, no impacts related to subsidence would occur, and no mitigation measures are required.

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. According to the Geotechnical Report, the artificial fill underlying the Project Site consists of a thin layer (less than 1 foot) generally associated with the pavement section. The upper portion of the alluvium from the ground surface to depths of about 20 feet predominantly consists of clays and clayey sands, and from 20 feet to a depth of about 60 feet below the ground surface is dominantly consisted of clays and some clayey sands. The lower portion of the alluvium, from 60 to 90-95 feet below the ground surface predominantly consists of sands with varying percentages of silt. Additionally, the alluvium generally increases in density/stiffness with greater depth. Due to the type and density of the soils underlying the Project Site, the Project Site would not be considered to have collapsible soils. Therefore, the Project Site is not 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 collapse. As such, no impacts associated with collapsible soils would occur, and no mitigation measures are required.

Based on the above, the Project would not cause a geologic unit or soil to become unstable. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**d. Would the project 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?**

**Less Than Significant Impact.** Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. As provided in the Geotechnical Report, the onsite geologic materials are in the moderately expansion range. Project design and construction would comply with all

applicable requirements of the LADBS for a site with underlying expansive soils. Such requirements may include excavation and replacement of upper soils (for any expansive soils at the street level), deepening of foundations, cement treatment, and/or moisture conditioning of the upper soils. These specific requirements would be determined as part of review and approval of the site-specific design-level geotechnical investigation by LADBS. Thus, compliance with regulatory requirements would ensure that potential impacts associated with expansive soils would be less than significant. No further evaluation of this topic in an EIR is required.

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

**No Impact.** The Project Site is located within a community served by existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**Potentially Significant Impact.** No unique geologic features are located on-site. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading, excavation up to a depth of up to 80 feet, and other construction activities that could have the potential to disturb existing but undiscovered paleontological resources. Therefore, further evaluation of the Project’s potential impacts to paleontological resources will be provided in the EIR.

**VIII. GREENHOUSE GAS EMISSIONS**

|                                                                                                                                  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

**a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Potentially Significant Impact.** Gases that trap heat in the atmosphere are called greenhouse gases (GHGs) since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHG emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, could result in GHG emissions that may have a significant impact on the environment. Therefore, further evaluation of the Project's GHG emissions will be provided in the EIR.

**b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Potentially Significant Impact.** The Project would have the potential to emit GHGs. Therefore, further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs will be included in an EIR.

## IX. HAZARDS AND HAZARDOUS MATERIALS

|                                                                                                                                                                                                                             | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 create a significant hazard to the public or the environment? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|                                                                                                                                                                                                                                                                                     | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|-------------------------------------|
| 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 following analysis is based, in part, on the *Phase I Environmental Site Assessments* (Phase 1 ESAs) prepared for the Project by Nova Group, dated November 25, 2019, and included as Appendix IS-3.1, Appendix IS-3.2, of this Initial Study.

**a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** The types and amounts of hazardous materials to be used for the Project would be typical of those used during construction activities and those typically used in the operation of residential and commercial uses, as discussed in the following analysis.

### Construction

The Project would not involve the routine (long-term) transport of hazardous materials to and from the Project Site during construction. During demolition, grading, and building construction, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be routinely used on the Project Site through the duration of construction. While some hazardous materials used during construction could require disposal, such activity would occur only for the duration of construction and would cease upon completion of the Project. As such, construction of the Project would not involve the routine (long-term) disposal of hazardous materials. Notwithstanding, all potentially hazardous materials used during construction of the Project would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, existing regulations are aimed at establishing specific guidelines regarding risk planning and accident prevention, protection from exposure to specific chemicals, and the proper storage of hazardous materials. The Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials. Consequently, Project construction activities would not create a significant hazard to the public or the environment through the use of hazardous materials during construction. Therefore, impacts related to the routine



transport, use, or disposal of hazardous materials during construction would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Operation**

Operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used in residential and commercial uses, including cleaning products, paints, and those used for maintenance of landscaping. Such use would be consistent with that currently occurring at other nearby developments. In addition, as with Project construction, all hazardous materials used on the Project Site during operation would be used, stored, and disposed of in accordance with all applicable federal, state, and local requirements. Due to the type of development proposed (e.g., residential and commercial uses), operation of the Project would not involve the routine transport of hazardous materials to and from the Project Site. Therefore, with compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, impacts associated with the routine transport, use, or disposal of hazardous materials during operation of the Project would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**b. Would the project 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.** Phase I ESAs were prepared to assess the Project Site's potential for the presence of hazards and/or the handling of hazardous materials. These concerns are classified as Recognized Environmental Conditions (RECs), which are defined in Section 1.1.1 of the ASTM Standard Practice as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

As discussed in the Phase I ESAs, based on available historical sources, as early as 1927 the Project Site appears to have been developed and was developed in its approximate current configuration with two commercial building and associated parking area in 1937. Based on a review of available documents and database records search, no Historical Recognized Environmental Conditions (HRECs), Recognized Environmental Conditions (RECs), or Controlled Recognized Environmental Conditions (CRECs) were identified in connection with the Project Site.

Provided below is a summary of the findings of the Phase I ESAs as well as an evaluation of other potential hazardous materials that may be present on the Project Site during construction and operation of the Project.

## **Construction**

### **Hazardous Waste Generation, Handling, and Disposal**

During demolition, on-site grading, and building construction, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners, could be used, and therefore, would require proper handling and management and, in

some cases, disposal. The use, handling, storage, and disposal of these materials could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. However, as previously discussed, all potentially hazardous materials used during construction of the Project would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, the Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials. Consequently, Project construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of potentially hazardous materials used during construction. Therefore, impacts associated with hazardous waste generation, handling, and disposal during construction would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

Based on the above, construction of the Project would not 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, and impacts associated with hazardous waste generation, handling, and disposal during construction would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

### **Underground and Aboveground Storage Tanks**

According to the Phase I ESAs, based on available LAFD records, no evidence of existing Aboveground Storage Tanks (AST) or Underground Storage Tanks (UST) was observed on the Project Site. In the unlikely event that USTs are found during construction, suspect materials would be removed in accordance with all applicable federal, state, and local regulations. For example, if underground storage tanks are encountered, prior to removal, applicable permits would be obtained from the LAFD. Therefore, with compliance with applicable regulations, the Project would not 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, and impacts related to the potential removal of USTs during construction would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

### **Polychlorinated Biphenyls**

Typical sources of polychlorinated biphenyls (PCBs) include electrical transformer cooling oils, fluorescent light fixture ballasts, and hydraulic oil. In 1976, the USEPA banned the manufacture and sale of PCB-containing transformers. As detailed in the Phase I ESAs, no electrical equipment expected to contain PCBs was observed on the Project Site. In the event that PCBs are found within areas proposed for demolition, suspect materials would be removed in accordance with all applicable federal, state, and local regulations. Therefore, with compliance with applicable regulations, the Project would not 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, and impacts related to the removal of PCBs during demolition would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Asbestos-Containing Materials**

Asbestos was widely used in the building industry starting in the late 1800s and up until the late 1970s for a variety of uses, including acoustic and thermal insulation and fireproofing, and is often found in ceiling and floor tiles, linoleum, pipes, structural beams, and asphalt. Any building, structure, surface asphalt driveway, or parking lot constructed prior to 1979 could contain asbestos or asbestos containing materials (ACMs). As discussed in the Phase I ESAs, based on the age of the structures on the Project Site (pre-1979), there is a potential for asbestos-containing building materials at the Project Site. In the event ACMs are found within areas proposed for demolition, suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers into the environment. Therefore, with compliance with applicable regulations, the Project would not 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, and impacts related to the removal of ACMs during demolition would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Lead-Based Paint**

Lead is a naturally occurring element and heavy metal that was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. Lead compounds continued to be used as corrosion inhibitors, pigments, and drying agents from the early 1950s to 1972, when the Consumer Products Safety Commission specified limits on lead content in such products. As noted in the Phase I ESAs, based on the age of the onsite structures (pre-1970), there is a potential for lead-based paint (LBP) at the Project Site. In the event that LBP is found within areas proposed for demolition, suspect materials would be removed in accordance with procedural requirements and regulations for the proper removal and disposal of LBP prior to demolition activities, including standard handling and disposal practices pursuant to OSHA regulations. Example procedural requirements include the use of respiratory protection devices while handling lead-containing materials, containment of lead or materials containing lead on the Project Site or at locations where construction activities are performed, and certification of all consultants and contractors conducting activities involving LBP or lead hazards. With compliance with relevant regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of LBP into the environment. Therefore, with compliance with applicable regulations, the Project would not 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, and impacts related to the removal of LBP during demolition would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Methane**

The Project Site is located within a designated Methane Zone mapped by the City.<sup>35</sup> Requirements for the control of methane intrusion in the City are specified in Division 71 of Article 1, Chapter IX of the LAMC (Division 71). Since the Project Site is located within the methane zone, the LADBS has the

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<sup>35</sup> Methane Specialists, Methane Investigation Report—5350 Wilshire Boulevard, October 19, 2022

authority to withhold permits for construction unless detailed plans for adequate protection against methane are submitted. The level of methane protection required (if any) is based upon the “design methane concentration” which is defined in Division 71 as “the highest concentration of methane gas found during site testing”. Site testing is required to determine the design concentration, unless the developer accepts the most stringent methane mitigation requirements (“Level V”) with any site testing required to follow the protocols established by LADBS’, “Site Testing Standards for Methane.”<sup>36</sup>

In accordance with LADBS requirements, subsurface methane was conducted on the Project Site, with the results summarized and evaluated in a Methane Investigation Report (Methane Report) prepared for the Project and included as Appendix IS-4 of this Initial Study. As indicated in Exhibit 2, Probe Locations Map, of the Methane Report, six shallow (4-feet deep) and three multiple-depth (5- to 20-feet deep) gas probes were installed on the Project Site. As indicated in Exhibit 4, Methane Test Data, of the Methane Report, detectible levels of methane gas levels requiring a methane mitigation system did not occur. Therefore, in accordance the minimum methane mitigation requirements outlined in the Methane Code Table included as Exhibit 5 of the Methane Report, the report concludes that the Project falls under Design Level II which, per the table, does not require a methane mitigation system.

Therefore, the Project Site does not contain significantly elevated concentrations of methane, and there would not be unacceptable health risk to Project occupants. In addition, adherence to standard construction safety measures, as well as compliance with California Occupational Safety and Health Act (OSHA) safety requirements, would serve to reduce the risk in the event that elevated levels of gases are encountered during grading and construction. Therefore, with compliance with applicable regulatory measures, impacts related to methane would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

## **Operation**

### **Hazardous Waste Generation, Handling, and Disposal**

Operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used in residential and commercial uses. As stated previously, activities involving the handling and disposal of hazardous wastes would occur in compliance with all applicable federal, state, and local requirements concerning the handling and disposal of hazardous waste. Therefore, with compliance with applicable regulations and requirements, operational activities would not 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, and impacts associated with hazardous waste generation, handling, and disposal during operation of the Project would be less than significant. No further evaluation of this topic in an EIR is required.

### **Underground and Aboveground Storage Tanks**

The Project does not propose the installation of underground or aboveground storage tanks. As such, operation of the Project would not create a significant hazard to the public or the environment through

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<sup>36</sup> Methane Specialists, Methane Investigation Report—5350 Wilshire Boulevard, October 19, 2022.

reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts associated with underground and aboveground storage tanks during operation of the Project would be less than significant. No further evaluation of this topic in an EIR is required.

### **Polychlorinated Biphenyls (PCBs)**

In accordance with existing regulations which ban the manufacture of PCBs, the new electrical systems to be installed as part of the Project would not contain PCBs. Therefore, during operation of the Project, maintenance of such electrical systems would not expose people to PCBs and operation of the Project would not expose people to any risk resulting from the release of PCBs in the environment. Therefore, the Project would not 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, and no impacts related to PCBs during Project operation would occur. No further evaluation of this topic in an EIR is required.

### **Asbestos-Containing Materials**

Development of the Project would include the use of commercially-sold construction materials that would not include asbestos or ACMs. Project operation is, therefore, not anticipated to increase the occurrence of friable asbestos or ACMs at the Project site. Therefore, operation of the Project would not 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, and no impacts associated with asbestos or ACMs during operation of the Project would occur. No further evaluation of this topic in an EIR is required.

### **Lead-Based Paint**

Development of the Project would include the use of commercially-sold construction materials that would not include LBP. Project operation is, therefore, not anticipated to increase the occurrence of LBP at the Project site. Operation of the Project would not expose people to LBP as no LBPs would be used. Thus, the Project would not 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, and impacts associated with LBP during operation of the Project would not occur. No further evaluation of this topic in an EIR is required.

### **Methane Gas**

The Project Site is located within a Methane Zone and would comply with the City of Los Angeles' Methane Mitigation Ordinance No. 175790. As the permitting process would ensure that new development would comply with the City's Methane Mitigation Ordinance and the Project does not include uses that would produce methane gas, the Project would not 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, and impacts associated with the release of methane gas during operation would be less than significant. No further analysis of this topic in an EIR is required.

**c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** There is an existing school within 0.25 mile of the Project site. Cathedral Chapel School is located approximately 450 feet west of the Project Site at 755 South Cochran Avenue. As previously discussed, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential and commercial developments, including vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed uses would be typical of residential and commercial developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, the Project would not involve the use or handling of acutely hazardous materials, substances, or waste. Specifically, the Project does not involve the development of industrial or other uses that would emit large amounts of chemicals or acutely hazardous materials. Furthermore, all materials used during both the construction and operation of the Project would be used in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. As such, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?**

**No Impact.** California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a "list" of hazardous waste sites and other contaminated sites. While California Government Code Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the California Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions or extensive investigations are planned or have occurred. The database provides a listing of federal Superfund sites, state response sites, voluntary cleanup sites, and school cleanup sites.

The Phase I ESAs prepared for the Project Site included as Appendix IS-3.1 and Appendix IS-3.2 obtained a database search report that documents findings of various federal, state, and local regulatory database searches regarding properties with known or suspected releases of hazardous materials. Based on the database records search, the Project Site is not listed on the applicable databases. Therefore, no impact would occur, and no mitigation measures are required.

**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.** The Project Site is not located within an airport land use plan. The Project Site is located approximately 6.5 miles northeast of the Santa Monica Airport. As discussed above, based on a

report published by the Santa Monica Municipal Airport, the Project Site is not located within the 2018 65 dB CNEL noise contours for the airport, indicating airport noise is not an issue at the Project Site.<sup>37</sup> As a result, the Project would not expose people working on the Project Site to excessive noise. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The City of Los Angeles' General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, or disaster routes, along with the location of selected emergency facilities. The nearest emergency/disaster routes to the Project Site are Olympic Boulevard located 0.29 mile to the south and La Brea located 0.06 mile to the east.<sup>38</sup> While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, both directions of travel would continue to be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. With regard to operation, the Project would not require the permanent closure of any local public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area. In addition, the Project would comply with LAFD access requirements and applicable LAFD regulations regarding safety. Therefore, the Project would not impede emergency access within the Project Site or vicinity that could cause an impediment along City designated disaster routes such that the Project would impair the implementation of the City's emergency response plan. As such, the Project's impact related to the implementation of the City's emergency response plan would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact.** There are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Therefore, the Project would not exacerbate conditions that would subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety. Specifically, Section 57.106.5.2 of the LAMC provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; Section 57.118 of the LAMC establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects; and Section 57.507.3.1 establishes fire water flow standards. Therefore, no

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<sup>37</sup> Santa Monica Municipal Airport, Calendar Year 2018 CNEL Contours Santa Monica Municipal Airport, April 2019.

<sup>38</sup> City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 1996, Exhibit H, Critical Facilities and Lifeline Systems.



impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## X. HYDROLOGY AND WATER QUALITY

|                                                                                                                                                                                                                        | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |

The following analysis is based, in part, on the *Hydrology & Water Resources Technical Report* (Hydrology Report) prepared for the Project by KPFF Consulting Engineers, dated February 21, 2023, and included as Appendix IS-5 of this Initial Study.

**a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Less Than Significant Impact.** As provided by the following analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

## **Surface Water Quality**

### **Construction**

During Project construction, particularly during the grading phase, 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, coating, lubricants, and fuel could also occur. However, as Project construction would disturb more than one acre of soil, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES). Construction General Permit. In accordance with the requirements of the NPDES Construction General Permit, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) adhering to the California Stormwater Quality Association BMP Handbook. The SWPPP would set forth Best Management Practices (BMPs) to be used during construction for stormwater and non-stormwater discharges, including, but not limited to, sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management, to minimize the discharge of pollutants in stormwater runoff during construction. In addition, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), such as preparation of an erosion control plan, to reduce the effects of sedimentation and erosion.

As discussed in Section 3, Project Description, of this Initial Study, the Project would require excavations of up to 80 feet deep. Based on a review of the Seismic Hazard Evaluation Report for the Hollywood Quadrangle, the historically highest groundwater level for the Project Site is estimated to be 10 feet below the ground surface. In addition, groundwater was encountered at depths between 53.4 and 60 feet below the existing ground surface. Thus, Project construction activities could encounter groundwater and require installation of a temporary dewatering system. Dewatering operations are practices that discharge non-stormwater, such as groundwater, that must be removed from a work location and discharged into the storm drain system to proceed with construction. Discharges from dewatering operation can contain high levels of fine sediments, which, if not properly treated, could lead to exceedance of the NPDES requirements. If groundwater is encountered during construction, temporary dewatering systems such as dewatering tanks, sand media particulate, pressurized bag filters, and cartridge filters would be utilized in compliance with the NPDES permit. Furthermore, the treatment and disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties.

With the implementation of site-specific BMPs included as part of an erosion control plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from stormwater runoff. Therefore, with compliance with NPDES

requirements and City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality. Furthermore, construction of the Project would not result in discharges that would cause regulatory standards to be violated. Thus, temporary construction-related impacts on surface water quality would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Operation**

As is typical of most urban existing uses and proposed developments, stormwater runoff from the Development Area has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). The implementation of BMPs required by the City's LID Ordinance would target the pollutants that could potentially be carried in stormwater runoff. According to the LID Ordinance requirements, the order of priority for selected BMPs is infiltration systems, stormwater capture and use, high efficiency biofiltration/bioretenion systems, and any combination of any of the above. As discussed in the Hydrology Report, the Project would comply with the City's LID Ordinance and install a capture and use system and/or biofiltration planters. Any stormwater that bypasses the capture and use system would discharge to an approved discharge point in the public right-of-way.

As discussed in the Hydrology Report, Project Site currently does not have any structural or LID BMPs to treat or infiltrate stormwater. Therefore, implementation of the LID features proposed as part of the Project would result in an improvement in surface water quality runoff as compared to existing conditions. Implementation of the proposed BMP system would result in the treatment of the entire required volume for the Project Site and the elimination of pollutant runoff up to the 85th percentile storm event. Therefore, with the incorporation of LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

## **Groundwater Quality**

### **Construction**

As discussed above, based on the historically highest groundwater level, Project construction activities could encounter groundwater and temporary dewatering may be required. In the event groundwater is encountered during construction, temporary dewatering systems such as dewatering tanks, sand media particulate, pressurized bag filters, and cartridge filters would be utilized in compliance with the NPDES permit. These temporary systems would comply with all relevant NPDES requirements related to construction. As such, groundwater quality would not be impacted from dewatering activities.

Other potential effects to groundwater quality could result from the presence of an underground storage tank (UST) or during the removal of a UST. While no UST or USTs are anticipated to be present within the Project Site, in the unlikely event that USTs are found, suspect materials would be removed in accordance with all applicable federal, state, and local regulations. For example, if underground storage tanks are encountered, prior to removal, applicable permits would be obtained from the LAFD to ensure handling and removal in accordance with applicable standards. Therefore, USTs would not pose a significant hazard on groundwater quality.

There are also risks associated with contaminated soil impacting groundwater quality. In the event contaminated soils are encountered during construction, the nature and extent of the contamination would be determined and appropriate handling, disposal, and/or treatment would be implemented in accordance with applicable regulatory requirements, including SCAQMD Rule 1166. Therefore, compliance with existing regulations would ensure the Project would not create a significant hazard to groundwater quality associated with potentially contaminated soil.

As previously discussed, during on-site grading and building construction, hazardous materials, such as fuels, oils, paints, solvents, and concrete additives, could be used and would therefore require proper management and, in some cases, disposal. The management of any resultant hazardous wastes could increase the potential for hazardous materials to be released into groundwater. Compliance with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater. Therefore, while there are existing groundwater production or public supply wells within 1 mile of the Project Site, construction activities would not be anticipated to affect existing wells.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Operation**

Operational activities which could affect groundwater quality include spills of hazardous materials and leaking USTs. Surface spills from the handling of hazardous materials most often involve small quantities and are cleaned up in a timely manner, thereby resulting in little threat to groundwater. Other types of risks such as leaking underground storage tanks have a greater potential to affect groundwater. However, as discussed above, the Project would not introduce any new USTs that would have the potential to expose groundwater to contaminants. In addition, the Project would comply with all applicable existing regulations that would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project's potential impact on groundwater quality during operation would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**Less Than Significant Impact.** As discussed above, based on the historically highest groundwater level, Project construction activities could encounter groundwater and temporary dewatering may be required. As discussed above, if groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable regulations and requirements. Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

With regard to groundwater recharge, as discussed in the Hydrology Report, the Project Site is 98-percent impervious under existing conditions, and there is minimal groundwater recharge potential. With implementation of the Project, the impervious areas within the Project Site would decrease to 95 percent. As previously discussed, any stormwater that bypasses the capture and use system would discharge to an approved discharge point in the public right-of-way and would not result in infiltration of a large amount of rainfall that would affect groundwater hydrology, including the direction of groundwater flow. Therefore, the Project would not interfere substantially with groundwater recharge such that groundwater management would be impeded.

Based on the above, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts on groundwater supplies would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site;**

**Less Than Significant Impact.** Construction activities have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing underlying soils, modifying flow direction, and making the Project Site more permeable. Exposed and stockpiled soils could also be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, as discussed above in Response to Checklist Question X.a, the Project would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows. These BMPs are designed to contain stormwater or construction watering on the Project Site such that runoff does not impact off-site drainage facilities or receiving waters. In addition, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. Thus, through compliance with all NPDES Construction General Permit requirements, including preparation of a SWPPP and implementation of BMPs, as well as compliance with applicable City grading permit regulations, construction activities for the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. As such, construction-

related impacts to hydrology would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

No streams or rivers are located on or within the immediate vicinity of the Project Site. Additionally, as previously discussed, the Project Site is 98-percent impervious in the existing condition. The Project would include development of new buildings, paved areas, and landscaped areas. As such, the Project would result in an overall decrease in the amount of impervious surface within the Project Site. Specifically, with implementation of the Project, the amount of impervious area within the Project Site is expected to lower to 95 percent. As stated in the Hydrology Report, included as Appendix IS-5 of this Initial Study, surface water runoff from the Project would be directed to the existing storm drain main that runs along 8th Street. Furthermore, in accordance with requirements of the City's LID Ordinance, BMPs would be implemented throughout the operational life of the Project to reduce erosion.

Based on the above, the Project would not substantially alter the existing drainage pattern of the Project site or surrounding area such that substantial erosion or siltation on-site or off-site would occur. Operational impacts to hydrology would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**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.** As indicated above, there are no streams or rivers within or immediately surrounding the Project Site. Construction activities have the potential to temporarily alter existing drainage patterns on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. As noted above, through compliance with all NPDES Construction General Permit requirements, including preparation of a SWPPP and implementation of BMPs, as well as compliance with applicable City grading permit regulations, construction activities for the Project would not substantially alter the Project Site drainage patterns in a manner that would result in flooding on- or off-site. As such, construction-related impacts to hydrology would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

As discussed in the Hydrology Report, the Project Site is comprised of mostly of impervious surfaces under existing conditions. With implementation of the Project, with implementation of the Project, the amount of impervious area within the Project Site is expected to lower to 95 percent. Under the City's LID Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project is expected to include the installation of a capture and use system and/or biofiltration planters as established by the LID Manual. The stormwater which bypasses the BMP systems would discharge to an approved discharge point in the public right-of-way. Therefore, with implementation of BMPs to capture and treat stormwater that are not currently present within the Project Site, the Project would decrease the rate or amount of surface runoff in a manner which would not increase runoff and not result in or otherwise increase the

potential for flooding on- or off-site. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**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.** As previously discussed, the Project Site is 98-percent impervious in the existing condition. The Project would include development of new buildings, paved areas, and landscaped areas. As such, the Project would result in an overall decrease in the amount of impervious surface within the Project Site to 95 percent. As detailed in the Hydrology Report, included as Appendix IS-5 of this Initial Study, runoff flows would be reduced from 4.16 cubic feet per second (cfs) to 4.15 cfs. As the Project Site currently does not have BMPs for the management of pollutants or runoff, the Project BMPs required under the City's LID Ordinance would control stormwater runoff and ultimately result in a minor decrease in runoff compared to existing conditions. Consequently, the Project would not increase the amount of stormwater runoff discharging into the existing storm drainage infrastructure. Therefore, the Project would not 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. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**No Impact.** As discussed in the Hydrology Report, the Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.<sup>39</sup> Thus, the Project would not impede or redirect flood flows. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**Less Than Significant Impact.** As discussed above, the Project Site is not located within a 100-year flood hazard area as mapped by FEMA or by the City of Los Angeles.<sup>40</sup> In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a tsunami hazard area.<sup>41</sup> Therefore, no tsunami or tsunami events would be expected to impact the Project Site. Additionally, there are no standing bodies of water near the Project Site that may experience a seiche.

Earthquake-induced flooding can also result from the failure of dams or other water-retaining structures resulting from earthquakes. As discussed in the Geotechnical Report, the Project Site is located within a potential inundation area associated with the Hollywood Reservoir, which is held by

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<sup>39</sup> City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit F, p. 57.

<sup>40</sup> City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit F, p. 57.

<sup>41</sup> City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.



the Mulholland Dam. The Mulholland Dam is located in the Hollywood Hills approximately 4 miles north of the Project Site. Although the Project Site is mapped within an inundation zone for the dam, catastrophic failure of this dam is expected to be a very unlikely event in that dam safety regulations exist and are enforced by the Division of Safety of Dams, Army Corp of Engineers, and the Department of Water Resources. Inspectors would require dam owners to perform work, maintenance or implement controls if issues are found with the safety of the dam. The dams are under continuous monitoring for safety against failure and the potential for seismically-induced flooding to affect the Project Site due to dam failure is low. Therefore, the risk of flooding from inundation by dam failure is considered low.

Considering the above information and risk reduction projects, the risk of flooding from a tsunami, inundation by a seiche or dam failure is considered low. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

**e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact.** Under Section 303(d) of the Clean Water Act, states are required to identify water bodies that do not meet their water quality standards. Biennially, the Los Angeles Regional Water Quality Control Board (LARWQCB) prepares a list of impaired waterbodies in the region, referred to as the 303(d) list. The 303(d) list outlines the impaired waterbody and the specific pollutant(s) for which it is impaired. All waterbodies on the 303(d) list are subject to the development of a Total Maximum Daily Load (TMDL). As discussed in the Hydrology Report, the Project Site is located within the Ballona Creek Watershed in the Los Angeles Basin. According to the State Water Resources Control Board (SWRCB), constituents of concern listed for the Ballona Creek Watershed under California's Clean Water Act Section 303(d) List include cadmium (sediment), chlordane (tissue and sediment), copper (dissolved), cyanide, lead, PCBs, silver, toxicity, trash, viruses (enteric), and zinc.

The County of Los Angeles, the City of Los Angeles, and all other cities in the Los Angeles Watershed are responsible for the implementation of watershed improvement plans or Enhanced Watershed Management Programs (EWMP) to improve water quality and assist in meeting the Total Maximum Daily Load (TMDL) milestones. The objective of the EWMP Plan for the Ballona Creek is to determine the network of control measures (often referred to as best management practices) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices.

Potential pollutants generated by the Project would be typical of residential and commercial land uses and may include sediment, nutrients, pesticides, pathogens, trash and debris, oil and grease, and metals. The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Since the existing Project Site does not have any structural or LID BMPs to treat or infiltrate stormwater, implementation of the LID features proposed as part of the Project would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the Project would not introduce new pollutants or an increase in pollutants that could conflict with or obstruct any water quality control plans for Ballona Creek. With compliance with existing regulatory requirements and implementation of LID BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a

sustainable groundwater management plan. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XI. LAND USE AND PLANNING

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

a. Would the project physically divide an established community?

**Less than Significant Impact.** As discussed in Section 3, Project Description, of this Initial Study, the Project Site is surrounded by a mix of low- to medium-rise commercial, and residential uses. Uses located adjacent to the Project Site include two- to six-story buildings comprised of commercial and residential uses across Wilshire Boulevard to the north, two- and three-story residential buildings to the south, and a two- and ten-story commercial building and surface parking to the west. There are several existing and proposed high rise towers in the Miracle Mile area located along Wilshire Boulevard, including the 31-story building at 5900 Wilshire Boulevard and the proposed 42-story tower at 5411 Wilshire Boulevard. Additionally, the future Metro D (Purple) Line station stop at Wilshire and La Brea is currently under construction to the immediate east of the Project Site across Detroit Street and is anticipated to be completed in 2023. The land uses surrounding the Project Site are Regional Commercial and High Medium Residential, and have varying zoning designations, including [Q]C4-2-CDO, [Q]C2-1-CDO, [Q]R4-1-HPOZ, and [Q]R4-1.

As previously discussed, the Project includes development of the Residential Tower that would provide up to 419 residential units comprised of 206 1-bedroom units, 208 2-bedroom units, and five penthouse units. Additionally, the Residential Tower would include 2,645 square feet of floor area for ground floor commercial uses located north adjacent to the residential entrance. As part of the Project, existing commercial buildings along the Wilshire Boulevard frontage would be retained and would provide 42,092 square feet of commercial uses. In addition, 6,137 square feet of existing building area that were rear additions to the southwestern portion of the commercial building along Wilshire Boulevard would be removed. These uses would be consistent with other developments located adjacent to and in the general vicinity of the Project Site. Additionally, all proposed development would also occur within the boundaries of the Project Site. Furthermore, the Project does not propose a freeway or other large infrastructure that could divide the existing surrounding community. Therefore, the Project would not physically divide an established community. Impacts related to the physical division of an established community would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

**Potentially Significant Impact.** As discussed in Section 3, Project Description, of this Initial Study, the Project requires several discretionary approvals. Additionally, the Project could potentially conflict with land use plans, policies or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, further evaluation of this topic in an EIR is required.

## XII. MINERAL RESOURCES

|                                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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"/> |

**a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. In addition, the Project Site is not located within a mineral producing area as classified by the California Geological Survey.<sup>42</sup> The Project Site is also not located within a City-designated oil field or oil drilling area.<sup>43</sup> Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site, and, as such, no impact would occur. No further analysis of this topic in the EIR is required.

**b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California

<sup>42</sup> California Geological Survey, Aggregate Sustainability in California, Fifty-Year Aggregate Demand Compared to Permitted Aggregate Reserves, 2018.

<sup>43</sup> City of Los Angeles Department of Public Works, Bureau of Engineering, NavigateLA, <http://navigate-la.lacity.org/navigate-la/>, accessed July 24, 2022.

Geological Survey. The Project Site is also not located within a City designated oil field or oil drilling area. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIII. NOISE

|                                                                                                                                                                                                                                                                                                           | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                                                                             | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

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?

**Potentially Significant Impact.** During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, noise levels from on-site sources may increase during operation of the Project. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic will be provided in the EIR.

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

**Potentially Significant Impact.** Due to the proposed land uses and vibration characteristics (rapid attenuation based on distance from source), operation of the Project would not be anticipated to result in operational vibration impacts. Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading and excavation, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

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?

**Less Than Significant Impact.** The Project Site is not located within the vicinity of a private airstrip or airport land use plan. The nearest airport to the Project Site is the Santa Monica Airport, which is located approximately 6.5 miles southwest of the Project Site. As discussed above, based on a report published by the Santa Monica Municipal Airport, the Project Site is not located within the 2018 65 dB CNEL noise contours for the airport, indicating airport noise is not an issue at the Project Site.<sup>44</sup> Therefore, the Project would not expose people residing or working in the project area to excessive airport noise. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## XIV. POPULATION AND HOUSING

|                                                                                                                                                                                                                     | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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"/> |

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Less Than Significant Impact.** The Project includes development of the Residential Tower that would provide up to 419 residential dwelling units within the Project Site and 2,645 square feet of ground floor commercial space. Additionally, 15,306 square feet of existing retail uses and 1,358 square feet of office uses would be converted to 16,664 square feet of restaurant space within the existing commercial buildings. Furthermore, 6,137 square feet of existing building area that were rear additions to the southwestern portion of the commercial building along Wilshire Boulevard would be removed. Upon completion, the Project Site would include 419 residential units, 36,737 square feet of restaurant uses, and 8,000 square feet of office uses.

<sup>44</sup> Santa Monica Municipal Airport, Calendar Year 2018 CNEL Contours Santa Monica Municipal Airport, April 2019.

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to future growth, SCAG's 2020–2045 RTP/SCS, provides population, housing, and employment projections for cities under its jurisdiction through 2045. The growth projections in the 2020–2045 RTP/SCS reflects the 2017 American Community Survey, employment data from the California Employment Development Department, population, and household data from the California Department of Finance, and extensive input from local jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion.

According to SCAG's 2020–2045 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2022 is approximately 4,107,076 persons.<sup>45</sup> As projected by the 2020–2045 RTP/SCS, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,280,352 persons in 2028, the projected occupancy year of the Project.<sup>46</sup> Therefore, the projected population growth between 2022 and 2028 is approximately 173,276 persons. Based on a household size factor of 2.25 persons per household and 419 units, the Project could generate a new residential population of approximately 943 residents.<sup>47</sup> The estimated 943 new residents generated by the Project would represent approximately 0.54 percent of the population growth forecasted by SCAG's 2020–2045 RTP/SCS in the City of Los Angeles Subregion between 2022 and 2028. The Project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth in the area. Therefore, the Project's residents would be well within SCAG's 2020–2045 population projection for the City of Los Angeles Subregion.

According to the 2020–2045 RTP/SCS, the forecasted number of households for the City of Los Angeles Subregion in 2022 is approximately 1,455,138 households.<sup>48</sup> As projected by the 2020–2045 RTP/SCS, the City of Los Angeles Subregion is anticipated to have approximately 1,543,276 households in 2028, the projected occupancy year of the Project.<sup>49</sup> Therefore, the projected household growth in the City between 2022 and 2028 is approximately 88,138 households. The Project's 419 residential households added by the Project would constitute approximately 0.48 percent of the housing growth forecasted between 2022 and 2028 by SCAG's 2020–2045 RTP/SCS. The Project would also assist the City in meeting its required share of regional housing need included in the Regional Housing Needs Assessment (RHNA) 2021-2029 cycle, provide new housing opportunities, and conform to City and regional policies supporting higher density, compact, infill housing development in an area well-served by transit. The RHNA is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. RHNA quantifies the need for housing within each jurisdiction during specified planning periods. Therefore, the Project's households would be well within SCAG's 2020–2045 household projection for the City of Los Angeles Subregion.

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<sup>45</sup> Based on a linear interpolation of SCAG 2016–2045 data.

<sup>46</sup> Based on a linear interpolation of SCAG 2016–2045 data.

<sup>47</sup> Based on City of Los Angeles VMT Calculator Documentation (Version 1.3), May 2020, Table 1: Land Use and Trip Generation Base Assumptions. The rate of 2.25 persons per unit for "Multi-Family Residential" land use is applied to the 419 new residential units. Therefore, the Project would result in approximately 943 new residents.

<sup>48</sup> Based on a linear interpolation of 2016–2045 data. SCAG forecasts "households," not housing units. As defined by the U.S. Census Bureau, "households" are equivalent to occupied housing units.

<sup>49</sup> Based on a linear interpolation of SCAG 2020–2045 data.

Based on employee generation rates developed by the Los Angeles Department of Transportation (LADOT), the Project would generate approximately 26 net new employees.<sup>50</sup> According to the 2020–2045 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2022 is approximately 1,907,803 employees.<sup>51</sup> As projected by the 2020–2045 RTP/SCS, the City of Los Angeles Subregion is anticipated to have approximately 1,967,307 employees in 2028, the projected occupancy year of the Project.<sup>52</sup> Therefore, the projected employment growth in the City between 2022 and 2028 is approximately 59,503 employees. Thus, the Project’s estimated 26 net new employees would constitute approximately 0.04 percent of the employment growth forecasted between 2022 and 2028.

The provision of new jobs would constitute a small percentage of employment growth, would not be considered “unplanned growth” and would not produce such a high quantity of new jobs that it would have the possibility to induce unplanned residential growth. Therefore, the Project would not cause an exceedance of SCAG’s employment projections or induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG’s population and housing projections for the City of Los Angeles Subregion. Therefore, the Project would not induce substantial unplanned population or housing growth. Impacts related to population and housing would be less than significant. No further analysis of this topic in the EIR is required.

**b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As no housing currently exists on the Project Site, the Project would not cause the displacement of any existing people or housing and therefore likewise would not require the construction of replacement housing elsewhere. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **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:

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<sup>50</sup> Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, May 2020, Table 1.

<sup>51</sup> Based on a linear interpolation of SCAG 2016–2045 data.

<sup>52</sup> Based on a linear interpolation of SCAG 2016–2045 data.

|                             | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                |
|-----------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|--------------------------|
| a. Fire protection?         | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Police protection?       | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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"/> |

**a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?**

**Potentially Significant Impact.** LAFD provides fire protection and emergency medical services for the Project Site. The Project would increase the floor area and associated occupancy on-site which could result in the need for additional fire protection services during Project operation. Additionally, construction activities have the potential to result in accidental on-site fires by exposing combustible materials to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. Therefore, further evaluation of this topic in an EIR is required.

**b. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?**

**Potentially Significant Impact.** Police protection for the Project Site is provided by the City of Los Angeles Police Department (LAPD). The Project would increase the floor area and associated occupancy on-site which could result in the need for additional police services during Project operation. Additionally, construction sites can be sources of nuisances and hazards and invite theft and vandalism. Therefore, further evaluation of this topic in an EIR is required.

**c. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools?**



**Less Than Significant Impact.** The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into six local districts.<sup>53</sup> The Project Site is located in Local District–West.<sup>54</sup> The Project Site is currently served by Wilshire Crest Elementary School, John Burroughs Middle School, and Fairfax Senior High School.<sup>55</sup> As previously discussed, the Project includes the construction of 419 new residential units. Based on LAUSD Student Generation rates, the Project would result in approximately 96 elementary students, 26 middle school students, and 55 high school students in the project area, for a total of approximately 177 students.<sup>56</sup> As such, the Project would create new demand for capacity at the LAUSD schools that serve the Project Site. It should be noted, however, that this analysis does not include students who may enroll in private schools or participate in home-schooling. In addition, this analysis does not account for Project residents who may already reside in the school attendance boundaries and would move to the Project Site. Other LAUSD options that are not accounted for that may be available to Project-generated students include the following:

- Open enrollment that enables students anywhere within the LAUSD to apply to any regular, grade-appropriate LAUSD school with designated open enrollment seats;
- Magnet schools and centers, which are open to qualified students in the LAUSD;
- The Permits With Transportation Program, which allows students to continue to go to the schools within the same feeder pattern of the school they were enrolled in from elementary through high school. The LAUSD provides transportation to all students enrolled in the Permits With Transportation Program regardless of where they live within the LAUSD;
- Intra-district parent employment-related transfer permits that allow students to enroll in a school that serves the attendance area where the student's parent is regularly employed if there is adequate capacity available at the school;
- Sibling permits that enable students to enroll in a school where a sibling is already enrolled; and
- Child care permits that allow students to enroll in a school that serves the attendance area where a younger sibling is cared for every day after school hours by a known child care agency, private organization, or a verifiable child care provider.

Pursuant to SB 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees fully addresses Project-related school impacts. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., schools), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain

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<sup>53</sup> LAUSD, Board of Education Districts Maps 2015–2016, <http://achieve.lausd.net/Page/8652>, accessed September 16, 2022.

<sup>54</sup> LAUSD, Board of Education Local District—Central Map, May 2015.

<sup>55</sup> Los Angeles Unified School District, Residential School Identifier, <https://explorelausd.schoolmint.net/school-finder/home/>, accessed October 5, 2022.

<sup>56</sup> Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020, Table 3.

acceptable service ratios or other performance objectives for schools. Therefore, the Project's impact on schools would be less than significant, and no mitigation measures are required. No further evaluation of this issue in an EIR is required.

**d. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services?**

**Less Than Significant Impact.**

### **Construction**

Construction of the Project would result in a temporary increase in the number of construction workers at the Project Site. Due to the employment patterns of construction workers in Southern California, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project because construction workers move from construction site to construction site throughout the region as specific jobs are temporary/short-term in nature. Therefore, the construction workers associated with the Project would not result in a notable increase in the residential population of the Project vicinity, or a corresponding permanent demand for parks and recreational facilities in the vicinity of the Project Site.

During Project construction, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. There is a potential for construction workers to spend their lunch breaks at parks and recreational facilities that may be located in proximity to the Project Site; however, any resulting increase in the use of such parks and recreational facilities would be temporary and negligible. Furthermore, it is unlikely that workers would utilize parks and recreational facilities beyond a 0.5-mile radius from the Project Site, as lunch breaks typically are not long enough for workers to take advantage of such facilities and return to work within the allotted time (e.g., 30 to 60 minutes).

As such, there would be no impact related to construction activities, as construction workers would not demand and utilize parks services, and no facilities would be burdened such that new or expanded facilities would be required.

### **Operation**

Parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks (RAP). Nearby parks and recreational facilities within an approximate 2-mile radius of the Project Site include: Pan Pacific Park Pool and Senior Activity Center (located 0.84 mile from the Project Site), La High Memorial Park (located 0.86 mile from the Project Site), Queen Anne Recreation Center (located 1.07 miles from the Project Site), Pan Pacific Park and Recreation Center (located 1.07 miles from the Project Site), Eleanor Green Roberts Aquatic Center (located 1.13 miles from the Project Site), Carthay Circle Park (located 1.14 miles from the Project Site), Harold A. Henry Park (located 1.21 miles from the Project Site),

Mascot Park (located 1.46 miles from the Project Site), Poinsettia Recreation Center (located 1.78 miles from the Project Site), Washington Irving Pocket Park (located 1.79 miles from the Project Site), Fairfax Senior Citizen Center (located 1.81 miles from the Project Site), Country Club Park Heritage Plaza (located 1.89 miles from the Project Site), Burns Park (located 1.92 miles from the Project Site), Laces Aquatic and Recreation Center (located 1.95 miles from the Project Site), and Gladys Jean Wesson Park (located 1.99 miles from the Project Site).<sup>57</sup>

An increase in the use of existing parks and recreational facilities is directly associated with an increase in the population. As discussed above, the Project would develop 419 new residential units. Based on generation factors from the City of Los Angeles Department of Transportation (LADOT)'s Vehicle Miles Traveled Calculator, the Project's new residential units would generate approximately 943 residents.<sup>58</sup>

LAMC Section 12.21 -G requires open space for new developments with six or more dwelling units. Per LAMC Section 12.21 -G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. The Project is required to provide a total of 47,475 square feet of open space, but would provide a minimum of 47,534 square feet of open space, including 11,868 square feet of common indoor open space, 14,716 square feet of common outdoor open space, and 20,950 square feet of private open space. The indoor common open space may include lounge areas, meeting room space, and a fitness center. Outdoor open space would be comprised of a pool, seating areas, fitness areas, and deck areas primarily located on levels 6 (podium) and 43 (private roof top deck areas). Additionally, approximately 20,950 square feet of private open space, including residential balconies and decks would be provided.

Due to the Project exceeding the amount of public open space required pursuant to the LAMC, variety, and availability of the proposed open space to be provided within the Project Site, it is anticipated that Project residents would often utilize on-site open space to meet their recreational needs. While the Project's residents and visitors would be expected to use off-site public parks and recreational facilities to some degree, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space and recreational amenities. Therefore, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities. In addition, compliance with regulatory requirements, including the payment of park fees pursuant to LAMC Section 12.33, would ensure that the Project's potential impacts on parks would not be significant.

Based on the above, the Project would not substantially increase the demand for off-site public parks and recreational facilities and would not require the provision of new or physically altered parks and recreational facilities, the construction of which could cause significant environmental impacts. The

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<sup>57</sup> City of Los Angeles Department of Recreation and Parks, Facility Map Locator, [www.laparks.org/maplocator?cat\\_id=All&geo%5Bradius%5D=2&geo%5Blatitude%5D=34.0619371&geo%5Blongitude%5D=-118.345428&address=5350%20Wilshire%20Blvd%2C%20Los%20Angeles%2C%20CA%2090036%2C%20USA](http://www.laparks.org/maplocator?cat_id=All&geo%5Bradius%5D=2&geo%5Blatitude%5D=34.0619371&geo%5Blongitude%5D=-118.345428&address=5350%20Wilshire%20Blvd%2C%20Los%20Angeles%2C%20CA%2090036%2C%20USA), accessed September 15, 2022.

<sup>58</sup> City of Los Angeles VMT Calculator Documentation Guide, Table 1, May 2020.

payment of in-lieu fees in order to fulfill the Project's obligations under the provisions of LAMC 12.33 would further ensure that the Project's potential impacts on parks would be less than significant, and no mitigation measures are required. No further analysis of the issue in an EIR is required.

**e. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?**

**Less Than Significant Impact.** Other public facilities provided to the Project Site include library services. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, 72 branch libraries, as well as through Web-based resources.<sup>59</sup> The Project area is served by existing LAPL facilities including the Fairfax Branch Library, which is the nearest to the Project Site and located approximately 1.1 mile north of the Project Site. As previously discussed, the Project would develop 419 new residential units. Based on generation rates provided by the City's VMT Calculator Documentation, the Project would generate approximately 943 residents, which could result in a direct demand for libraries.<sup>60</sup> It is anticipated that a portion of the residential population generated by the Project that would visit library facilities would likely be dispersed among the various branch libraries serving the Project Site and it is not likely that all residents would visit the same library. Additionally, the Project's residential units would be equipped to receive individual internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations.<sup>61,62</sup> Furthermore, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, and business tax, etc.) that could be applied toward the provision of new library facilities and related staffing for any one of the libraries serving the Project Site and vicinity, as deemed appropriate.<sup>63</sup> The Project's revenue to the General Fund would help offset the Project-related increase in demand for library services. With the installation of internet service capabilities throughout the Project Site and the generation of revenues to the City's General Fund that could be applied toward the provision of new library facilities and related staffing, impacts to library facilities would be less than significant. No further evaluation of this topic in an EIR is required.

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<sup>59</sup> Los Angeles Public Library Strategic Plan, 2015–2020.

<sup>60</sup> Based on City of Los Angeles VMT Calculator Documentation (Version 1.3), May 2020, Table 1: Land Use and Trip Generation Base Assumptions. The rate of 2.25 persons per unit for "Multi-Family Residential" land use is applied to the 419 new residential units. Therefore, the Project would result in approximately 943 new residents.

<sup>61</sup> Denise A. Troll, *How and Why Libraries are Changing: What We Know and What We Need to Know*, Carnegie Mellon University, 2002.

<sup>62</sup> Carol Tenopir, "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies," 2003.

<sup>63</sup> City Administrative Officer, City of Los Angeles 2016–2017 Budget Overview, July 2016.

## XVI. RECREATION

|                                                                                                                                                                                                                | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/> | <input type="checkbox"/> |

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

**Less Than Significant Impact.** As discussed above in Response Checklist Question XV.d, parks and recreational facilities in the vicinity of the Project Site are primarily operated and maintained by RAP. Nearby parks and recreational facilities within an approximate 2-mile radius of the Project Site include: Pan Pacific Park Pool and Senior Activity Center (located 0.84 mile from the Project Site), La High Memorial Park (located 0.86 mile from the Project Site), Queen Anne Recreation Center (located 1.07 miles from the Project Site), Pan Pacific Park and Recreation Center (located 1.07 miles from the Project Site), Eleanor Green Roberts Aquatic Center (located 1.13 miles from the Project Site), Carthay Circle Park (located 1.14 miles from the Project Site), Harold A. Henry Park (located 1.21 miles from the Project Site), Mascot Park (located 1.46 miles from the Project Site), Poinsettia Recreation Center (located 1.78 miles from the Project Site), Washington Irving Pocket Park (located 1.79 miles from the Project Site), Fairfax Senior Citizen Center (located 1.81 miles from the Project Site), Country Club Park Heritage Plaza (located 1.89 miles from the Project Site), Burns Park (located 1.92 miles from the Project Site), Laces Aquatic and Recreation Center (located 1.95 miles from the Project Site), and Gladys Jean Wesson Park (located 1.99 miles from the Project Site).

As previously discussed, while the population increase associated with the Project could generate additional demand for parks and recreational facilities in the vicinity of the Project Site, the Project would comply with the City's requirements in LAMC Section 12.33 through the payment of park fees. In addition, the Project would comply with applicable open-space requirements with respect to the Project's residential component. The Project would provide a minimum of 47,534 square feet of open space including 11,868 square feet of common indoor open space, 14,716 square feet of common outdoor open space, and 20,950 square feet of private open space. The indoor common open space may include lounge areas, meeting room space, and a fitness center. Outdoor open space would be comprised of a pool, seating areas, fitness areas, and deck areas primarily located on levels 6 (podium) and 43 (private roof top deck areas). Additionally, approximately 20,950 square feet of private open space including residential balconies and decks would be provided. The Project is

required to provide a total of 47,475 square feet of open space. Overall, the Project's proposed open space would exceed the requirements of the LAMC by 59 square feet.

Due to the Project exceeding the amount of public open space required pursuant to the LAMC, variety, and availability of the proposed open space and recreational amenities provided within the Project Site, including publicly accessible open space, it is anticipated that Project residents would often utilize on-site open space and common areas to meet the majority of their recreational needs. Thus, while the Project's residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not substantially increase the demand for off-site public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. In addition, pursuant to Section 12.33 of the LAMC, the Applicant would be required to comply with applicable park fee requirements with regard to the residential component of the Project, which would be used to increase recreational opportunities for project residents and improve existing parks, both of which would reduce the Project resident's use of existing parks and recreational facilities and/or address any deterioration of those facilities. Thus, based on the above, the Project would not 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, and impacts would be less than significant. No mitigation measures are required, and no further analysis of the issue in an EIR is required.

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less Than Significant Impact.** As discussed above, the Project would provide a minimum of 47,534 square feet of open space including 11,868 square feet of common indoor open space, 14,716 square feet of common outdoor open space, and 20,950 square feet of private open space. Thus, the Project would exceed the requirements of the LAMC by 59 square feet. The indoor common open space may include lounge areas, meeting room space, and a fitness center. Outdoor open space would be comprised of a pool, seating areas, fitness areas, and deck areas primarily located on levels 6 (podium) and 43 (private roof top deck areas). Additionally, approximately 20,950 square feet of private open space, including residential balconies and decks would be provided. Overall, the Project's proposed open space would exceed the requirements of the LAMC. The Project would not require the construction or expansion of recreational facilities beyond the limits of the Project Site. Although the Project may place some additional demands on park facilities as new residents are introduced into the area, the increase in demand would be met through a combination of on-site amenities, existing parks in the Project vicinity, and payment of park fees, as discussed above. The Project's potential increased incremental demand upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Therefore, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment and impacts would be less than significant. No mitigation measures are required, and no further analysis of the issue in an EIR is required.

## XVII. TRANSPORTATION

|                                                                                                                                                                  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?                                                                            | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 type="checkbox"/>                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access?                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

**Potentially Significant Impact.** The City requires the preparation and submission of a Transportation Assessment (TA) for projects that meet the following criteria:

- If the projects is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- If a projects is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.
- A transportation assessment is required by City ordinance or regulation.

Based on the above criteria, a TA is required for the Project and will be prepared in accordance with LADOT's Transportation Assessment Guidelines (TAG). In accordance with the TAG and consistent with the CEQA Transportation Analysis Update adopted July 30, 2019, the TA's CEQA-required analyses will include an assessment of whether the Project would result in potential conflicts with transportation-related plans, ordinances, or policies. Therefore, further evaluation of this topic will be included in the EIR.

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

**Potentially Significant Impact.** SB 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the State's goals on reduction of greenhouse gas emissions, creation of a multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts, replacing LOS.

The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. As discussed above, a TA will be prepared for the Project. The TA will include a VMT analysis that will be based on the methodology and thresholds identified in the TAG and the CEQA Transportation Analysis Update. Therefore, further evaluation of this topic will be provided in the EIR.

**c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact.** The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. The Project Site is located in a highly urbanized area developed with roadways and infrastructure. All access and circulation associated with the Project would be designed and constructed in conformance with all applicable requirements established by the City's Department of Building and Safety, the LAFD, and the LAMC. The Project would not include any new driveways and/or roads that would result in an increase in hazards due to a design feature. In addition, the Project would not result in incompatible uses as the proposed uses are consistent with the types of commercial uses already present on the Project Site and in the surrounding area. Thus, no impacts related to increased hazards due to a design feature or incompatible use would occur, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

**d. Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** The City of Los Angeles' General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, or disaster routes, along with the location of selected emergency facilities. The nearest emergency/disaster routes to the Project Site is Olympic Boulevard located 0.29 mile to the south and La Brea Avenue located 0.06 mile to the east.<sup>64</sup>

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, both directions of travel would continue to be maintained in accordance with

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<sup>64</sup> City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, November 1996, Exhibit H.



standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Regarding operation, the Project would not require the permanent closure of any local public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area. In addition, the Project would comply with LAFD access requirements and applicable LAFD regulations regarding safety. Therefore, the Project would not result in inadequate emergency access. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## 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<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input type="checkbox"/>           | <input type="checkbox"/> |

**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)?,**

and;

**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?**

**Potentially Significant Impact (Checklist Questions XVIII.a. and b.).** Assembly Bill (AB) 52 established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074. As specified by AB 52, a lead agency must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As noted above, the Project would require excavations of up to 80 feet, which could have the potential to disturb existing but undiscovered tribal cultural resources. Therefore, the potential exists for the Project to impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations for the Project. Further evaluation of this topic will be provided in the EIR.

## XIX. UTILITIES AND SERVICE SYSTEMS

|                                                                                                                                                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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"/> |

|                                                                                                                    | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                |
|--------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|-------------------------------------|--------------------------|
| 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"/> |

**a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Potentially Significant Impact.** Water, wastewater, electric power, and natural gas systems consist of two components, the source of the supply or place of treatment (for wastewater), and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Given the Project's increase in the amount of developed floor area on the Project Site and the potential corresponding increase in water, electricity, and natural gas demand and wastewater generation, further analysis of these topics in an EIR will be provided.

With regard to stormwater drainage, as discussed above in Checklist Section X, Hydrology and Water Quality, the Project would not result in an increase in impervious surfaces on the Project Site or an associated increase in stormwater flows. As such, the Project would not require or result in the relocation or construction of new or expanded storm water drainage.

With regard to telecommunication facilities, the Project would require construction of new or extension of existing on-site telecommunications infrastructure to serve the proposed residential and commercial uses. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers.

Based on the above, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. As such, impacts would be less than significant, and no mitigation measures are required. No further analysis of these topics in an EIR is required.

**b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Potentially Significant Impact.** LADWP supplies water to the Project Site. Given the Project's increase in floor area on the Project Site and the associated resident and employee population, the

Project would increase demand for water provided by LADWP. Therefore, further evaluation of this topic will be provided in the EIR.

**c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Potentially Significant Impact.** Refer to Response to Checklist Question XIX.a., above. As discussed therein, the Project would result in an increase in wastewater generation from the Project Site. Therefore, further evaluation of this topic will be provided in the EIR.

**d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** While the Bureau of Sanitation generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. Landfills within the County are categorized as either Class III or inert waste landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in inert waste landfills.<sup>65</sup> Nine Class III landfills and one inert waste landfill with solid waste facility permits are currently serving the County.<sup>66</sup> In addition, there is one solid waste transformation facility within Los Angeles County that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery.<sup>67</sup>

Based on the 2020 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total remaining permitted Class III landfill capacity in the County is estimated at 142.67 million tons, with a total estimated daily disposal rate of 36,544 tons per day. In addition, the remaining lifespan of each landfill ranges from eight to 35 years. The estimated remaining capacity for the County's Class III landfills open to the City of Los Angeles is approximately 132.58 million tons as of December 31, 2020.<sup>68</sup> In addition, the permitted inert waste landfill serving the County is Azusa Land Reclamation. This facility currently has 64.64 million tons of remaining

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<sup>65</sup> Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

<sup>66</sup> County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020. The 9 Class III landfills serving the County include the Antelope Valley Landfill, the Burbank Landfill, the Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, Savage Canyon Landfill, the Scholl Canyon Landfill, and the Sunshine Canyon City and County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

<sup>67</sup> County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020.

<sup>68</sup> County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020, Appendix E-2 Table 4. This total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, this total excludes the Calabasas Landfill, as its watershed does not include the Project Site.

capacity and an average daily in-County disposal rate of 1,032 tons per day.<sup>69</sup> Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the ColWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.<sup>70</sup>

The following analysis quantifies the Project's construction and operation solid waste generation.

As previously discussed, the Project includes development of the Residential Tower that would provide up to 419 residential dwelling units within the Project Site and 2,645 square feet of ground floor restaurant space. Additionally, 15,306 square feet of existing retail uses and 1,358 square feet of office uses would be converted to 16,664 square feet of restaurant space within the existing commercial buildings. Furthermore, 6,137 square feet of existing building area that were rear additions to the southwestern portion of the commercial building along Wilshire Boulevard would be removed. Upon completion, the Project Site would include 419 residential units, 36,737 square feet of restaurant uses, and 8,000 square feet of office uses.

## **Construction**

Pursuant to the requirements of SB 1374,<sup>71</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. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. Furthermore, pursuant to LAMC Sections 66.32 through 66.32.5 (Ordinance No. 181,519), the Project's construction contractor would be required to deliver all remaining construction and demolition waste generated by the Project to a certified construction and demolition waste processing facility. Although the total diversion rate may ultimately exceed 75 percent, this analysis conservatively assumes a diversion rate of 75 percent.

As shown in Table 6 on page 84, based on construction and debris rates established by the USEPA and after accounting for mandatory recycling, the Project would generate approximately 334 tons of construction-related waste. It should be noted that soil export is not typically included in the calculation of construction waste to be landfilled since soil is not disposed of as waste but, rather, is typically used as a cover material or fill at other construction sites requiring soils import. Based on the amount of construction and debris waste would represent approximately 0.0005 percent of the Azusa Land Reclamation Landfill's remaining disposal capacity of 64.64 million tons.<sup>72</sup> Therefore, given the remaining permitted capacity at the Azusa Land Reclamation facility, which is approximately

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<sup>69</sup> County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020.

<sup>70</sup> County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2019 Annual Report, September 2020.

<sup>71</sup> Senate Bill 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

<sup>72</sup>  $(334 \text{ tons} \div 64.64 \text{ million tons}) * 100 = 0.0005 \text{ percent.}$

**Table 6**  
**Project Demolition and Construction Waste Generation**

| <b>Building</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Size</b>            | <b>Generation Rate (lbs/sf)<sup>a</sup></b> | <b>Total (tons)</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------|---------------------|
| <b>Construction Waste</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                        |                                             |                     |
| Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 375,464 sf<br>(419 du) | 4.38                                        | 822                 |
| Restaurant (new)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2,645 sf               | 3.89                                        | 5                   |
| <i>Restaurant (conversion of existing retail and office use)<sup>b</sup></i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 16,664 sf              | 3.89                                        | 32                  |
| <i>Construction Waste Subtotal</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |                                             | 860 <sup>c</sup>    |
| <b>Demolition Waste</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                        |                                             |                     |
| Retail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4,695 sf               | 155                                         | 476                 |
| Restaurant                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1,442 sf               | 155                                         |                     |
| <i>Demolition Waste Subtotal</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 6,137                  |                                             | 476                 |
| <b>Total for Construction and Demolition Waste</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                        |                                             | <b>1,335</b>        |
| <b>Total After 75-Percent Recycling</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                        |                                             | <b>334</b>          |
| <p><i>du = dwelling unit</i><br/> <i>lbs/sf = pounds per square foot</i><br/> <i>sf = square feet</i></p> <p><sup>a</sup> U.S. Environmental Protection Agency, Report No. EPA530-98-010, <i>Characterization of Building-Related Construction and Demolition Debris in the United States</i>, June 1998, Table 4 and Table 6. Generation rates used in this analysis are based on an average of individual rates assigned to specific building types.</p> <p><sup>b</sup> It is noted that approximately 15,306 square feet of existing retail uses and 1,358 square feet of office uses would be converted to approximately 16,664 square feet of restaurant space within the existing commercial buildings. No construction activities would occur related to the proposed 8,000 square feet of office space that would remain.</p> <p><sup>c</sup> Total has been rounded up from 859.8 to 860.</p> <p>Source: Eyestone Environmental, 2023.</p> |                        |                                             |                     |

64.64 million tons the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Based on the above, Project construction would not 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. Therefore, construction impacts to solid waste facilities would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## **Operation**

As shown in Table 7 on page 85, based on employee and residential generation factors from the City of Los Angeles Department of Transportation (LADOT)'s Vehicle Miles Traveled Calculator, the

**Table 7**  
**Estimated Project Solid Waste Generation**

| <b>Building</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Size</b> | <b>Employee Generation Rate per sf<sup>a</sup></b> | <b>Estimated Number of Employees</b> | <b>Solid Waste Generation Rate<sup>b</sup></b> | <b>Total Generation (tons/year)</b>       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------|--------------------------------------|------------------------------------------------|-------------------------------------------|
| <b>Existing Uses</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |             |                                                    |                                      |                                                |                                           |
| Retail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 20,001 sf   | 0.002                                              | 40 emp                               | 1.05 tn/emp/year                               | 42                                        |
| Restaurant                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 18,870 sf   | 0.004                                              | 75 emp                               | 2.98 tn/emp/year                               | 225                                       |
| Office                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 9,358 sf    | 0.004                                              | 37 emp                               | 0.37 tn/emp/year                               | 14                                        |
| <i>Total Existing</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |                                                    |                                      |                                                | <i>281</i>                                |
| <b>Proposed Uses Plus Existing Uses to Remain<sup>c</sup></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |             |                                                    |                                      |                                                |                                           |
| Residential                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 419 du      | N/A                                                | N/A                                  | 2.23 tons/du/yr                                | 934                                       |
| Restaurant <sup>c</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 36,737 sf   | 0.004                                              | 147 emp                              | 2.98 tn/emp/year                               | 438                                       |
| Office <sup>d</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8,000 sf    | 0.004                                              | 32 emp                               | 0.37 tn/emp/year                               | 12                                        |
| <b>Total Upon Completion of Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |                                                    |                                      |                                                | <b>1,384</b>                              |
| <b>Total Net Increase</b><br>(Total upon completion – Existing)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |                                                    |                                      |                                                | 1,103<br>(does not account for diversion) |
| <p><i>emp = employees</i><br/> <i>tn = tons</i><br/> <i>sf = square feet</i></p> <p><sup>a</sup> Employee Generation Rates from Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Table 1, May 2020.</p> <p><sup>b</sup> Non-residential yearly solid waste generation factors from LASAN City Waste Characterization and Quantification Study, Table 4, July 2002. Assumes rate of 0.37 ton per employee per year (Services—Business) for office uses, 2.98 ton per employee per year (Retail—Restaurants) for restaurant uses, and 1.05 ton per employee per year (Overall Commercial Sector) for ground floor retail space.</p> <p><sup>c</sup> 16,664 square feet of restaurant would be reconfigured within the existing buildings on site and 2,645 square feet of restaurant would be constructed within the Residential Tower. Additionally, 17,428 square feet of restaurant would remain on-site as part of the Project.</p> <p><sup>d</sup> 8,000 existing square feet of office space would remain on-site as part of the Project.</p> <p>Source: Eyestone Environmental, 2023.</p> |             |                                                    |                                      |                                                |                                           |

Project would result in a net increase in solid waste generation of 1,103 net tons per year.<sup>73</sup> The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures, such as compliance with 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

<sup>73</sup> LADOT and Los Angeles Department of City Planning (DCP), City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020.

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>74</sup>

The estimated net increase in solid waste that would be generated by the Project represents approximately 0.0008 percent of the remaining capacity (132.58 million tons) for the Class III landfills serving the County.<sup>75</sup> The Project's estimated solid waste generation would therefore represent a nominal percentage of the remaining daily disposal capacity of those landfills. As such, Project operation would not 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. Therefore, the Project's potential operational impacts to solid waste facilities would be less than significant, and no mitigation measures would be required.

The County will continue to address landfill capacity through the preparation of ColWMP annual reports. The preparation of each annual report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2020 Annual Report.

Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste that would be generated by the construction and operation of the Project. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in the EIR is required.

**e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Solid waste 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, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that

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<sup>74</sup> LA Sanitation, Solid Waste Integrated Resources Plan, [www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s-lsh-wwd-s-zwswirp?\\_afLoop=3608041245788654&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=8vrc5bges\\_179#!!%40%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D3608041245788654%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3D8vrc5bges\\_183](http://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s-lsh-wwd-s-zwswirp?_afLoop=3608041245788654&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=8vrc5bges_179#!!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D3608041245788654%26_afWindowMode%3D0%26_adf.ctrl-state%3D8vrc5bges_183), accessed April 20, 2023.

<sup>75</sup>  $(1,103 \text{ tons per year} / 132.58 \text{ million tons}) \times 100 \approx 0.0008\%$



generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in “zero waste” by 2030. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste<sup>76</sup> on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week were required to arrange for organic waste recycling services.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size.<sup>77</sup> The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Since the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

## XX. WILDFIRE

|                                                                                                                                                                                                              | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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"/> |

<sup>76</sup> Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

<sup>77</sup> Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

|                                                                                                                                                                                                                                                                    | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------|------------------------------------|-------------------------------------|
| 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"/> |

**a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?,**

and;

**b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?,**

and;

**c. Would the project 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?,**

and;

**d. Would the project 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 (Checklist Questions XVIII.a. through d.).** The Project Site is located in an urbanized, generally flat area, and there are no wildlands or steep slopes located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone.<sup>78,79</sup> Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts regarding wildfire risks or related post-fire conditions would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

<sup>78</sup> City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 5089002025, 5089002026, 5089002002, 5089002003, 5089002019, 5089002004, 5089002005, <http://zimas.lacity.org/>, accessed July 12, 2022. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

<sup>79</sup> City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit D, p. 53.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>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 checked="" type="checkbox"/>  | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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 checked="" type="checkbox"/>  | <input type="checkbox"/>                                       | <input 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?**

**Potentially Significant Impact.** As discussed above, the Project Site is located in a highly urbanized area and does not serve as habitat for fish or wildlife species. In addition, no sensitive plant or animal community or special status species occur on the Project Site. Therefore, the Project would not have the potential to 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.

As discussed above, the Project's potential environmental impacts for the following subject areas will be further analyzed in the EIR: air quality; cultural resources (historical and archaeological resources); geology and soils (paleontological resources); greenhouse gases emissions; energy; land use and planning; noise; public services (fire protection and police protection); recreation; transportation; tribal cultural resources; and utilities and service systems (water supply, wastewater, electric power, and natural gas systems ).

**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.)**

**Potentially Significant Impact.** The potential for cumulative impacts occurs when the impacts of the Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of the Project alone. Located in the vicinity of the Project Site are other current and reasonably foreseeable projects, the development of which, in conjunction with the Project, may contribute to potential cumulative impacts.

Impacts of the Project on both an individual and cumulative basis will be addressed in the EIR for the following subject areas: air quality; cultural resources (historic and archaeological resources); energy; geology and soils (paleontological resources); greenhouse gas emissions;; land use and planning; noise; public services (police protection, fire protection, schools, and parks); recreation, transportation; tribal cultural resources; and utilities and service systems (water supply, wastewater, electric power, and natural gas systems).

- **Aesthetics**—Regarding cumulative aesthetics impacts, related projects would be reviewed on a case-by-case basis by the City to comply with LAMC requirements regarding building heights, setbacks, massing and lighting or, for those projects that require discretionary actions, to undergo site-specific review regarding building density, design, and light and glare effects. Related projects are also subject to the City’s design review process and review for consistency with zoning and regulatory documents governing scenic quality. Further, pursuant to SB 743 and ZI No. 2452, the Project is considered a mixed-use residential project on an infill site within a transit priority area, and thus in accordance with PRC Section 21099(d)(1), the Project’s aesthetic impacts shall not be considered significant impacts on the environment. Given the level of urbanization and transit in the Project vicinity, the majority of related projects would likewise be subject to SB 743 and could not combine with the Project to generate cumulative impacts under CEQA. Additionally, any related projects that are not subject to SB 743 would require appropriate analysis of potential impacts and mitigation, as necessary, to reduce such impacts to the extent feasible.
- **Agriculture, Forestry Resources, and Mineral Resources**—With regard to agriculture, forest resources, and mineral resources, no such resources are located on the Project Site or in the surrounding area. The Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts to agriculture, forest resources, and mineral resources would be less than significant.
- **Air Quality (Odors)**—No objectionable odors are anticipated as a result of either construction or operation of the Project. Additionally, like the Project, any odors that may be generated during construction of the related projects would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. Furthermore, it is anticipated that the related projects would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations, like the Project. As such, the Project’s contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

- **Biological Resources**—The Project vicinity is highly urbanized, and similar to the Project, other developments occurring in the vicinity would occur on previously disturbed land. The Project Site does not contain any sensitive biological resources, and there are no native or protected trees located on-site or within the adjacent rights-of-way. Like the Project, related projects involving tree removals would be required to comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure significant impacts to migratory birds do not occur. As such, the Project would not contribute to a cumulative effect associated with biological resources.
- **Cultural Resources (Human remains)**—With regard to human remains, like the Project, if human remains are discovered during construction of the related projects, work in the immediate vicinity of the construction area would be halted, and the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) like the Project. Therefore, compliance with the regulatory standards would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.
- **Geology and Soils (Excluding Paleo)**—Due to their site-specific nature, geology and soils impacts are typically assessed on a project-by-project basis or for a particular localized area. Therefore, as with the Project, related projects would address site-specific geologic hazards through the implementation of site-specific geotechnical recommendations and/or mitigation measures. Thus, impacts would not be cumulatively considerable and would be less than significant.
- **Hazards and Hazardous Materials**—Due to their site-specific nature, hazards and hazardous materials impacts are typically assessed on a project-by-project basis. Therefore, as with the Project, related projects would address site-specific hazards through the implementation of site-specific recommendations and/or mitigation measures. In addition, as with the Project, all related development located in the vicinity of the Project Site would be subject to local, regional, state, and federal regulations pertaining to hazards and hazardous materials. Therefore, with adherence to applicable regulations and implementation of site-specific recommendations and/or mitigation measures, cumulative would be less than significant.
- **Hydrology and Water Quality**— Related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Project, related projects would be subject to the City's LID requirements. In addition, construction projects greater than one acre would be subject to NPDES permit requirements, including development of a Stormwater Pollution Prevention Plan, Standard Urban Stormwater Mitigation Plan requirements during operation, and other local requirements pertaining to hydrology and surface water quality, while smaller construction projects would be subject to local erosion control regulations, including the requirement to prepare a Local SWPPP. It is anticipated that related projects would also be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. The Project would also improve runoff conditions compared to existing conditions. Thus, with implementation of standard regulatory requirements, Project impacts related to hydrology and water quality would not be cumulatively considerable and, cumulative impacts would be less than significant.

- **Land Use and Planning (Physically divide an established community)**—As discussed above, the Project's scope of work is limited to the Project Site. Project-level impacts related to physically dividing an established community would be less than significant, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts would be less than significant.
- **Noise (Private airstrip or an airport land use plan)**—Due to the site-specific nature, impacts related to projects exposing people that reside or work in the vicinity of related projects to excessive noise levels from a private airstrip or airport are typically assessed on a project-by-project basis. The Project Site is not located within the vicinity of a private airstrip or within an area subject to an airport land use plan. The Project would have no impact, and therefore could not combine with other projects to result in cumulative impacts. As such, cumulative impacts would be less than significant.
- **Population and Housing**—The Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed above, the estimated 943 new residents generated by the Project would represent approximately 0.54 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2022 and 2028, the 419 new residential units would constitute up to approximately 0.48 percent of the housing growth forecasted in the Subregion between 2022 and 2028, and the 26 net new employees would constitute up to approximately 0.04 percent of the employment growth forecasted in the Subregion between 2022 and 2028. As discussed in the analysis above, the housing, population, and employees generated by the Project would be well within SCAG growth forecasts. While the Project would not displace housing or people, other projects might displace existing housing and people residing in them. However, even if construction of replacement housing were required elsewhere, such developments would likely occur on infill sites within the City and the appropriate level of environmental review would be conducted to analyze the extent to which the related projects could cause significant environmental impacts. Moreover, since the Project does not result in any displacement, the Project's contribution would not be cumulatively considerable. Overall, the Project's contribution would not be cumulatively considerable, and cumulative impacts related to population and housing would be less than significant.
- **Public Services (Schools, Parks, and Libraries)**—With regard to schools, the Project would include the development of new residential land uses, which directly generate school-aged children and an increase in the number of students within the service area of the LAUSD. However, the Project would be required to pay school fees in accordance with Section 65995 of the Government Code, which would constitute full and complete mitigation of a project's impacts on school facilities. Similarly, while the demand on school facilities from related projects could also directly generate school-aged children and result in an increased demand on LAUSD school facilities, such related projects would also be required to comply with fee requirements. As such, payment of fees by the related projects would also result in full and complete mitigation of impacts on school facilities. Therefore, Project impacts on the school facilities would not be cumulatively considerable, and cumulative impacts would be less than significant.

With regard to parks, As discussed above, the Project would include the development of new residential land uses, which may result in an increase in the use of existing parks and recreational facilities. However, similar to the Project, each development project would be required to pay park fees pursuant to Section 12.33 of the LAMC, as appropriate to the project's location and proposed uses. The payment of fees would mitigate any potential impacts to park and recreational facilities. Therefore, overall, the cumulative impact

associated with parks would be less than significant, and the Project's contributions to cumulative impacts would not be cumulatively considerable.

Similar to the Project, construction of related projects would generate part-time and full-time jobs associated with construction of the related projects between the start of construction and buildout. However, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, which require construction workers to commute to job sites that change many times in the course of a year, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Therefore, like the Project, the construction employment generated by the related projects would not result in a notable increase in the resident population or a corresponding demand for libraries in the vicinity of the Project Site. With regard to operation, the Project would include the development of new residential land uses, which may result in additional demand for library services provided by the LAPL. However, similar to the Project, each development project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, etc.) that could be applied toward the provision of new library facilities, staffing, and materials for any one of the libraries serving the Project area, as deemed appropriate. These revenues to the City's General Fund would help offset the increase in demand for library services as a result of the Project and the related projects. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to libraries.

- **Utilities and Service Systems—Stormwater Drainage, Telecommunications, and Solid Waste**—With regard to stormwater infrastructure, as with the Project, related projects would be required to comply with the requirements of the City's LID Ordinance. In accordance with the City's LID Ordinance, related projects would also implement BMPs to capture a specified amount of runoff within the Project Site and reduce the potential impact of increased runoff to existing drainage systems. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to stormwater infrastructure. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

Development of the Project and related projects could require new or expanded telecommunications infrastructure. As with the Project, the installation of any required telecommunications infrastructure associated with the related projects would occur during a relatively short duration and would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to telecommunication infrastructure. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

Given the level of urbanization present throughout the Project vicinity, it is anticipated that other projects would similarly represent a minor percentage of the remaining capacity of the County's Class III landfills open to the City. The demand for landfill capacity is continually evaluated by the County through preparation of the CoIWMP annual reports. Each annual CoIWMP report assesses future landfill disposal needs over a 15-year planning horizon. Based on the 2020 CoIWMP, the County anticipates that future disposal needs can be adequately met for the next 15 years (i.e., 2035) with implementation of strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail. The preparation of each annual CoIWMP provides sufficient lead time (15 years) to address potential future shortfalls in

landfill capacity. Therefore, the Project would not contribute considerably to cumulative solid waste impacts, and cumulative solid waste impacts would be less than significant.

- **Wildfire**—As discussed above, the Project Site is located in an urbanized area and there are no wildlands located in the vicinity of the Project Site. Therefore, the Project would not contribute to an increased wildfire risk. Moreover, the Project and related projects would be developed in accordance with LAMC and LAFD requirements pertaining to fire safety. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to wildfires. As such, the Project's contribution would not be cumulatively considerable, and cumulative impacts would be less than significant.

**c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Potentially Significant Impact.** Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following topics: air quality; cultural resources (historic and archaeological resources); energy; geology and soils (paleontological resources); greenhouse gas emissions; land use and planning; noise; public services (police protection, fire protection, schools, and parks); recreation; transportation; tribal cultural resources; and utilities and service systems (water supply, wastewater, electric power, and natural gas systems). Further evaluation of the Project's potential impacts on this topic will be included in an EIR.