

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 10 - HERB J. WESSON, JR.

PROJECT TITLE

ENV-2015-4614-MND

CASE NO.

CPC-2015-4613-GPA-VZC-HD-BL-CUB-SPR, VTT-73995

PROJECT LOCATION

3525 W. 8th Street

PROJECT DESCRIPTION

The Project consists of a General Plan Amendment and a development proposal. The General Plan Amendment would amend the adopted Wilshire Community Plan Land Use Map such that the "Regional Commercial" land use designation would extend to 8th Street for parcels between Oxford Avenue and Serrano Avenue (the "General Plan Amendment"). The development proposed (the "Development Project") would occur within the southern portion of the Project Site (the "Development Site") and would involve the demolition of an existing 2-story grocery and commercial retail building and related surface parking and the construction of a new 7-story mixed-use development above a 3-level subterranean parking garage. The Development Project would provide 367 dwelling units and 52,525 square feet of ground-floor commercial space. Approximately 38,524 square feet of open space is proposed, which includes space on the ground floor accessible to the public; an outdoor recreation deck, indoor gym and recreation room, a dog run on the 3rd floor; and two terraces on the 7th floor. The Development Project would include approximately 791 vehicle parking spaces and 456 bicycle parking spaces. Parking for the residential uses would be provided in the subterranean garage; parking for the commercial uses would be provided on the 2nd level within the building. The proposed Floor Area Ratio (FAR) would be 4.0:1; and the proposed mixed-use structure would have a maximum height of approximately 102 feet.

In addition to the General Plan Amendment described above, the Development Project would require the following discretionary approvals: a Vesting Zone Change for the Development Site from (Q)C2 and (T)(Q)C2 Zones to C2; a Height District Change for the Development Site from Height District No. 1 to Height District No. 2; an amendment to Ordinance No. 114,296 (Case 1434) and Ordinance No. 114,320 (Case 1435) to remove the remaining Building Lines for the Development Site along S. Oxford and S. Serrano Avenues, respectively; a Conditional Use approval to permit the off-sale dispensing and consumption of a full line of alcoholic beverages within the Development Site; Site Plan Review for the Development Site; a Vesting Tentative Tract Map for the Development Site to merge the existing lots and resubdivide into 5 lots (one ground and 4 air space lots) for commercial and residential purposes; and a Slight Modification of less than 20 percent of the rear yard setback area within the Development Site. In addition, the Project would involve ministerial requests that include but are not limited to (1) a Tree Removal Permit pertaining to the Development Site; (2) a haul route permit for the import/export of approximately 146,370 cubic yards of soil; (3) demolition, grading, excavation, and building permits; and (4) such other approvals as may be necessary, including but not limited to landscaping approvals, exterior approvals, permits for driveway curb cuts, stormwater discharge permits, and installation and hookup approvals for public utilities and related permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Meridian Consultants

910 Hampshire Road, # V

Westlake Village, CA 91361

FINDING:


The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

| | | |
|---|---|---|
| NAME OF PERSON PREPARING THIS FORM Kinikia Gardner, AICP | TITLE City Planner | TELEPHONE NUMBER (213) 978-1445 |
| ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012 | SIGNATURE (Official)  | DATE 7/29/16 |

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

| | | |
|---|---|--------------|
| LEAD CITY AGENCY: City of Los Angeles | COUNCIL DISTRICT: CD 10 - HERB J. WESSON, JR. | DATE: |
|---|---|--------------|

RESPONSIBLE AGENCIES: Department of City Planning

| | |
|---|---|
| ENVIRONMENTAL CASE: ENV-2015-4614-MND | RELATED CASES: CPC-2015-4613-GPA-VZC-HD-BL-CUB-SPR, VTT-73995 |
| PREVIOUS ACTIONS CASE NO.: | <input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions |

PROJECT DESCRIPTION:
PROPOSED DEVELOPMENT OF A NEW 7-STORY MIXED-USE BUILDING WITH GROUND FLOOR COMMERCIAL RETAIL AND 367 APARTMENT UNITS ON UPPER 5 FLOORS WITH ASSOCIATED PARKING.

ENV PROJECT DESCRIPTION:

The Project consists of a General Plan Amendment and a development proposal. The General Plan Amendment would amend the adopted Wilshire Community Plan Land Use Map such that the "Regional Commercial" land use designation would extend to 8th Street for parcels between Oxford Avenue and Serrano Avenue (the "General Plan Amendment"). The development proposed (the "Development Project") would occur within the southern portion of the Project Site (the "Development Site") and would involve the demolition of an existing 2-story grocery and commercial retail building and related surface parking and the construction of a new 7-story mixed-use development above a 3-level subterranean parking garage. The Development Project would provide 367 dwelling units and 52,525 square feet of ground-floor commercial space. Approximately 38,524 square feet of open space is proposed, which includes space on the ground floor accessible to the public; an outdoor recreation deck, indoor gym and recreation room, a dog run on the 3rd floor; and two terraces on the 7th floor. The Development Project would include approximately 791 vehicle parking spaces and 456 bicycle parking spaces. Parking for the residential uses would be provided in the subterranean garage; parking for the commercial uses would be provided on the 2nd level within the building. The proposed Floor Area Ratio (FAR) would be 4.0:1; and the proposed mixed-use structure would have a maximum height of approximately 102 feet.

In addition to the General Plan Amendment described above, the Development Project would require the following discretionary approvals: a Vesting Zone Change for the Development Site from (Q)C2 and (T)(Q)C2 Zones to C2; a Height District Change for the Development Site from Height District No. 1 to Height District No. 2; an amendment to Ordinance No. 114,296 (Case 1434) and Ordinance No. 114,320 (Case 1435) to remove the remaining Building Lines for the Development Site along S. Oxford and S. Serrano Avenues, respectively; a Conditional Use approval to permit the off-sale dispensing and consumption of a full line of alcoholic beverages within the Development Site; Site Plan Review for the Development Site; a Vesting Tentative Tract Map for the Development Site to merge the existing lots and resubdivide into 5 lots (one ground and 4 air space lots) for commercial and residential purposes; and a Slight Modification of less than 20 percent of the rear yard setback area within the Development Site. In addition, the Project would involve ministerial requests that include but are not limited to (1) a Tree Removal Permit pertaining to the Development Site; (2) a haul route permit for the import/export of approximately 146,370 cubic yards of soil; (3) demolition, grading, excavation, and building permits; and (4) such other approvals as may be necessary, including but not limited to landscaping approvals, exterior approvals, permits for driveway curb cuts, stormwater discharge permits, and installation and hookup approvals for public utilities and related permits.

ENVIRONMENTAL SETTINGS:

The Project Site is located in an urbanized area of Los Angeles. Surrounding uses include a mix of commercial and multifamily residential uses and surface parking lots. To the north is an approximately 10-story office building and 8-story multifamily residential building at the southeastern intersection of S. Serrano Avenue and W. 7th Street. A new 6-story mixed-use building is currently under construction at the northeastern intersection of S. Serrano Avenue and W. 7th Street. One more block to the northeast, at the corner of Wilshire and Harvard, is a 7-story mixed-use project under construction. Immediately east, across S. Serrano Avenue from the Project Site, are a surface parking lot, a 2-story motel, and several multifamily residential buildings that range from 2 to 8 stories. Further east are more multifamily properties. To the west are a 4-story hotel and several 3- to 4-story multifamily residential buildings. Commercial retail buildings and multifamily residential units are located across W. 8th Street to the south. These buildings are

approximately 2 stories in height. Further south is a residential neighborhood containing multifamily buildings ranging from 2 to 8 stories in height.

PROJECT LOCATION:

3525 W. 8th Street

| | | |
|---|--|---|
| COMMUNITY PLAN AREA: WILSHIRE STATUS: <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan | AREA PLANNING COMMISSION: CENTRAL | CERTIFIED NEIGHBORHOOD COUNCIL: WILSHIRE CENTER - KOREATOWN |
| EXISTING ZONING: (Q)C2-1 | MAX. DENSITY/INTENSITY ALLOWED BY ZONING: | LA River Adjacent: |
| GENERAL PLAN LAND USE: NEIGHBORHOOD COMMERCIAL | MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: | |
| | PROPOSED PROJECT DENSITY: | |

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



City Planner

(213) 978-1445

Signature

Title

Phone

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 Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may 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 whatever 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.

City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012



INITIAL STUDY WILSHIRE COMMUNITY PLAN AREA

8th and Serrano Mixed-Use Project

Case Number: ENV-2015-4614-MND

Project Location: The block bounded by W. 8th Street, W. 7th Street, S. Serrano Avenue, and S. Oxford Avenue in the City of Los Angeles, California, 90005 (the "Project Site")

Council District: 10; Herb J. Wesson, Jr.

Project Description: The Project consists of a General Plan Amendment and a development proposal. The General Plan Amendment would amend the adopted Wilshire Community Plan Land Use Map such that the "Regional Commercial" land use designation would extend to 8th Street for parcels between Oxford Avenue and Serrano Avenue (the "General Plan Amendment"). The development proposed (the "Development Project") would occur within the southern portion of the Project Site (the "Development Site") and would involve the demolition of an existing 2-story grocery and commercial retail building and related surface parking and the construction of a new 7-story mixed-use development above a 3-level subterranean parking garage. The Development Project would provide 367 dwelling units and 52,525 square feet of ground-floor commercial space. Approximately 38,524 square feet of open space is proposed, which includes space on the ground floor accessible to the public; an outdoor recreation deck, indoor gym and recreation room, a dog run on the 3rd floor; and two terraces on the 7th floor. The Development Project would include approximately 791 vehicle parking spaces and 456 bicycle parking spaces. Parking for the residential uses would be provided in the subterranean garage; parking for the commercial uses would be provided on the 2nd level within the building. The proposed Floor Area Ratio (FAR) would be 4.0:1; and the proposed mixed-use structure would have a maximum height of approximately 102 feet. Together the General Plan Amendment and the Development Project constitute the "Project."

In addition to the General Plan Amendment described above, the Development Project would require the following discretionary approvals: a Vesting Zone Change for the Development Site from (Q)C2 and (T)(Q)C2 Zones to C2; a Height District Change for the Development Site from Height District No. 1 to Height District No. 2; an amendment to Ordinance No. 114,296 (Case 1434) and Ordinance No. 114,320 (Case 1435) to remove the remaining Building Lines for the Development Site along S. Oxford and S. Serrano Avenues, respectively; a Conditional Use approval to permit the off-sale dispensing and consumption of a full line of alcoholic beverages within the Development Site; Site Plan Review for the Development Site; a Vesting Tentative Tract Map for the Development Site to merge the existing lots and resubdivide into 5 lots (one ground and 4 air space lots) for commercial and residential purposes; and a Slight Modification of less than 20 percent of the rear yard setback area within the Development Site. In addition, the Project would involve ministerial requests that include but are not limited to (1) a Tree Removal Permit pertaining to the Development Site; (2) a haul route permit; (3) demolition, grading, excavation, and building permits; and (4) such other approvals as may be necessary, including but not limited to landscaping approvals, exterior approvals, permits for driveway curb cuts, stormwater discharge permits, and installation and hookup approvals for public utilities and related permits.

APPLICANTS:

Rescore Koreatown, LLC
11726 San Vicente Blvd, # 235
Los Angeles, CA 90049

Director of Planning
Department of City Planning
City of Los Angeles

PREPARED BY:

Meridian Consultants LLC
910 Hampshire Rd., Ste. V
Westlake Village, CA 91361

ON BEHALF OF:

City of Los Angeles
Department of City Planning
Environmental Analysis Section

July 2016

TABLE OF CONTENTS

| <u>Section</u> | <u>Page</u> |
|--|-------------|
| 1.0 Introduction..... | 1.0-1 |
| 2.0 Project Description..... | 2.0-1 |
| 3.0 Proposed Mitigated Negative Declaration..... | 3.0-1 |
| 4.0 Initial Study and Checklist | 4.0-1 |
| 5.0 List of Preparers..... | 5.0-1 |
| 6.0 References..... | 6.0-1 |

Appendices

| | |
|---|---------------------------------------|
| A | Shade and Shadow Study |
| B | Air Quality Emissions Calculations |
| C | Geotechnical Investigation |
| D | Phase 1 Environmental Site Assessment |
| E | Traffic Study |

LIST OF FIGURES

| <u>Figure</u> | <u>Page</u> |
|--|-------------|
| 2.0-1 Project Location Map..... | 2.0-4 |
| 2.0-2 Aerial Photograph of the Project Site | 2.0-5 |
| 2.0-3 Existing Zoning Map..... | 2.0-7 |
| 2.0-4 Wilshire Community Plan Map | 2.0-8 |
| 2.0-5 Floor Plan—Ground Level | 2.0-12 |
| 2.0-6 Floor Plan—Level B1 | 2.0-13 |
| 2.0-7 Floor Plan—Level B2 | 2.0-14 |
| 2.0-8 Floor Plan—Level B3 | 2.0-15 |
| 2.0-9 Floor Plan—Level 2 | 2.0-16 |
| 2.0-10 Floor Plan—Level 3 | 2.0-17 |
| 2.0-11 Floor Plan—4th–6th Levels..... | 2.0-18 |
| 2.0-12 Floor Plan—7th Level..... | 2.0-19 |
| 2.0-13 Section | 2.0-20 |
| 2.0-14 Rendering—Street View, Southwest Corner | 2.0-21 |

LIST OF TABLES

| Table | Page |
|---|---------|
| 4.3-1 Maximum Construction Emissions..... | 4.0-19 |
| 4.3-2 Maximum Operational Emissions | 4.0-23 |
| 4.3-3 Localized Significance Threshold Worst-Case Emissions | 4.0-26 |
| 4.7-1 Proposed Development Project Construction-Related Greenhouse Gas Emissions | 4.0-46 |
| 4.7-2 Proposed Development Project Operational Greenhouse Gas Emissions | 4.0-47 |
| 4.12-1 Existing Ambient Daytime Noise Levels in the Project Vicinity | 4.0-74 |
| 4.12-2 Typical Outdoor Construction Noise Levels..... | 4.0-74 |
| 4.12-3 Vibration Source Levels for Construction Equipment..... | 4.0-78 |
| 4.13-1 SCAG's 2008 Regional Transportation Plan Growth Forecast for the City of Los Angeles Subregion | 4.0-81 |
| 4.14-2 Recreation and Park Facilities within the Project Area..... | 4.0-90 |
| 4.16-1 Trip Generation Estimates | 4.0-97 |
| 4.16-2 Existing with Development Project Conditions—Intersection Level of Service AM/PM Peak Hours | 4.0-98 |
| 4.16-3 Future without and with Development Project Conditions—Intersection Level of Service AM/PM Peak Hours | 4.0-100 |
| 4.17-1 Estimated Water Demand | 4.0-109 |
| 4.17-2 Estimated Sewer Generation | 4.0-110 |
| 4.17-3 Expected Operational Solid Waste Generation | 4.0-115 |

1.0 INTRODUCTION

| | |
|-----------------------------------|---|
| <u>Project Title:</u> | 8th and Serrano Mixed-Use Project |
| <u>Project Location:</u> | The block bounded by W. 8th Street, W. 7th Street, S. Serrano Avenue, and S. Oxford Avenue in the City of Los Angeles, California, 90005 |
| <u>Project Applicants:</u> | <p>Rescore Koreatown LLC 11726 San Vicente Boulevard, Suite 235 Los Angeles, CA 90049</p> <p>City of Los Angeles Department of City Planning 200 N. Spring Street Los Angeles, CA 90012</p> |
| <u>Lead Agency:</u> | City of Los Angeles Department of City Planning 200 N. Spring Street Los Angeles, CA 90012 |

PROJECT SUMMARY

The Project consists of two components:

- (1) A General Plan Amendment—an amendment to the Wilshire Community Plan Land Use Map that would affect the entire block bound by W. 7th Street, W. 8th Street, S. Serrano Avenue and S. Oxford Avenue (“Project Site”) in Los Angeles, California; and
- (2) A Development Project—a proposed mixed-use development to be located on the north side of W. 8th Street between S. Serrano Avenue and S. Oxford Avenue (“Development Site”), within the southern portion of the Project Site.

The Development Site is primarily zoned C2-1 (Commercial Zone) and designated in the Wilshire Community Plan as Neighborhood Commercial; the remainder of the Project Site is zoned (T)(Q)R3-1, R3-2 or R4-2 and designated as High Medium residential. The amendment would change the designation of the entire block to Regional Commercial.

The Development Project would involve demolition of an existing 2-story grocery and commercial retail building and related surface parking and the construction of a new 7-story structure above a 3-level subterranean parking garage. The proposed structure would contain 367 dwelling units and 52,525 square

feet of ground-floor commercial space. The structure would have a maximum height of approximately 102 feet and a Floor Area Ratio (FAR) of approximately 4:1.

Actions to enable the Development Project include a Vesting Zone Change, a Height District Change, a slight modification of less than 20 percent of the rear yard setback area, removal of Building Lines, a Site Plan Review, a Conditional Use Permit for the sale of alcoholic beverages, and a Vesting Tentative Tract Map.

Furthermore, the Development Project Applicant would request approvals and permits from the Department of Building and Safety (and other municipal agencies) for the Development Project construction activities, including but not limited to the following: street tree removal, demolition of existing structures, excavation, shoring, grading, new foundation, haul routes, and building and tenant improvements.

ENVIRONMENTAL REVIEW PROCESS

This Initial Study is a preliminary analysis, prepared by and for the City of Los Angeles as the Lead Agency and in compliance with the California Environmental Quality Act (CEQA), to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Project. An MND is prepared when the Initial Study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant impact on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. Consequently, the analysis contained herein concludes that an MND should be prepared for the Project.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, provides introductory information such as the Project title, the Project Applicants, and the lead agency for the Project.

Section 2.0, Project Description, provides a detailed description of the Project, including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Section 3.0, Initial Study Checklist, includes the City of Los Angeles Initial Study Checklist showing the determination of the significance of potential environmental impacts of the Project.

Section 4.0, Environmental Analysis, includes discussion and analysis for each environmental topic and threshold listed in the Initial Study Checklist.

Section 5.0, List of Preparers, identifies the individuals who prepared this report.

Section 6.0, References, identifies all printed references cited in this Initial Study.

In addition, the **Appendices** include Project-specific reports and data used to support the analysis in this Initial Study.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The regional location is shown in **Figure 2.0-1, Project Location Map**. The Project Site consists of the entire block bounded by W. 7th Street, W. 8th Street, S. Serrano Avenue and S. Oxford Avenue in the City of Los Angeles as shown in **Figure 2.0-2, Aerial Photograph of the Project Site**.

2.2 EXISTING SITE CONDITIONS

The Development Site consists of the southern portion of the Project Site. The current addresses for the Development Site include 736, 744, 750 and 762 S. Oxford; 739, 745, 753, and 765 S. Serrano; and 3525 W. 8th Streets. The Development Site consists of eight parcels (Lots 77, 78, 79, 80, 112, 113, 114 and 115, Tract 2189) that are linked together under Assessor's Parcel Number (APN) 5093011013.

The Development Site is approximately 94,856.6 square feet (2.18 acres) in area and is currently developed with a grocery store, restaurant, wholesale market, and a related surface parking lot. The existing commercial retail structure on the Development Site is 2 stories in height and approximately 104,998 square feet in size.¹ Vehicular access to the Development Site is currently provided through driveways along S. Oxford Avenue and S. Serrano Avenue. Landscaping on the Development Site is characterized by minimal vegetation along the perimeter, including street trees, shrubs, grasses, and other ornamental plants.

The remainder of the Project Site consists of:

- 708 South Oxford Avenue (APN 5093011001, Lot 73, Tract 2189)

This 14,999-square-foot property is located on the southeast corner of 7th Street and Oxford Avenue. It has a land use designation of High Medium Residential and is zoned R3-2. The site is developed with a 2-story, 20-unit residential use that was constructed in 1964.

- 722 South Oxford Avenue (APN 5093011015-5093011042, Tract 63058-C)

This 23,417-square-foot property is located along the east side of Oxford Avenue. It has a land use designation of High Medium Residential and is zoned R3-2. The site is developed with a 5-story, 28-unit condominium that was constructed in 2007.

1 As per prior Zoning Case reports.

- 730 South Oxford Avenue (APN 5093011012, Lot 76, Tract 2189)

This 140,759-square-foot property is located on the east side of Oxford Avenue adjacent to the Development Site. It has a land use designation of High Medium Residential and is zoned (T)(Q)R4-1. The site is developed with a 3-story, 14-unit residential use that was constructed in 1989.

- 705 South Serrano Avenue (APN 5093011008, Lot 119, Tract 2189)

This 15,000-square-foot property is located on the southwest corner of 7th Street and Serrano. It has a land use designation of High Medium Residential and is zoned R4-2. The site is developed with a 2-story single-family residential use that was constructed in 1923.

- 715 South Serrano Avenue (APN 5093011007, Lot 118, Tract 2189)

This 12,000-square-foot property is located on the west side of Serrano Avenue. It has a land use designation of High Medium Residential and is zoned R4-2. The site is developed with a 2-story, single-family residential use that was constructed in 1916.

- 727 South Serrano Avenue (APN 5093011006, Lots 116 and 117, Tract 2189)

This 22,908-square-foot property is located on the west side of Serrano Avenue adjacent to the Development Site. It has a land use designation of High Medium Residential and is zoned R4-2. The site is developed with a 2-story, 30-unit residential use that was constructed in 1961.

2.3 SURROUNDING LAND USES

The Project Site is located in an urbanized area of Los Angeles. Surrounding uses include a mix of commercial and multifamily residential uses and surface parking lots. To the north is an approximately 10-story office building and 8-story multifamily residential building at the southeastern intersection of S. Serrano Avenue and W. 7th Street. A new 6-story mixed-use building is currently under construction at the northeastern intersection of S. Serrano Avenue and W. 7th Street. One more block to the northeast, at the corner of Wilshire and Harvard, is a 7-story mixed-use project under construction. Immediately east, across S. Serrano Avenue from the Project Site, are a surface parking lot, a 2-story motel, and several multifamily residential buildings that range from 2 to 8 stories. Further east are more multifamily properties. To the west of the Project Site are a 4-story hotel and several 3- to 4-story multifamily residential buildings. Commercial retail buildings and multifamily residential units are located across W. 8th Street to the south. These buildings are approximately 2 stories in height. Further south is a residential neighborhood containing multifamily buildings ranging from 2 to 8 stories in height.

2.4 REGIONAL AND LOCAL ACCESS

Regional Access

Primary regional access to the Project Site is provided by State Route 110 (SR 110) and Interstate 10 (I-10), which run in a north–south and east–west direction east and south of the Project Site, respectively. Additional regional access to the Project Site is provided by the US Route 101/Hollywood Freeway (US 101), which generally runs in an east–west direction to the north of the Project Site.

Local Street Access

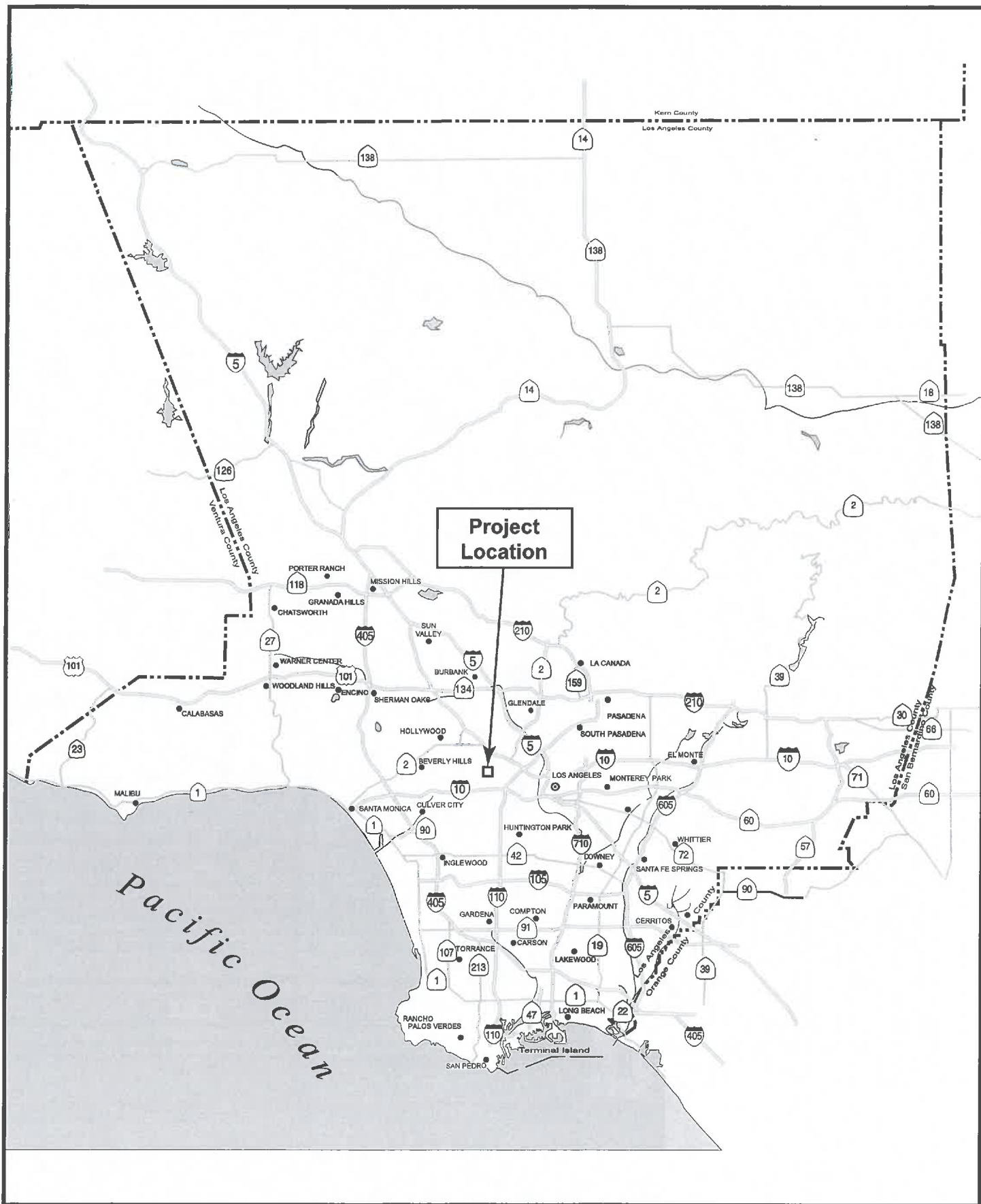
Local street access is provided by a grid roadway system encompassing the Project Site and surrounding area. West 8th Street, which borders the Project Site to the south, runs in an east–west direction along the Project Site. West 8th Street generally provides two travel lanes in each direction and is classified as an Avenue II. West 7th Street borders the north side of the Project Site and generally provides one travel lane in each direction; it is also classified as an Avenue II. Western Avenue, located west of the Project Site, is also classified as an Avenue II and runs in a north–south direction, with two travel lanes in each direction. South Oxford Avenue, which borders the Project Site to the west, runs in a north–south direction and provides one travel lane in each direction. It is classified as a Collector Street. South Serrano Street borders the Project Site to the east; runs in a north–south direction and provides one travel lane in each direction; and is classified as a local street.²

Public Transit

The Project Site is well served by regional and local public transit. Specifically, the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) provide access to and from the Project area. Metro Bus Lines 66 runs along W. 8th Street with a stop located at the intersection of S. Serrano Avenue and W. 8th Street.³ Additionally, the Project Site is located within 0.3 miles of the multimodal transit hub located at Wilshire Boulevard and S. Western Avenue. This multimodal transit hub offers numerous transit options to major employment centers such as Santa Monica, Hollywood, Century City, Wilshire Corridor, and Downtown Los Angeles. The available transit options at this transit hub include Metro’s Purple Line, Wilshire Bus Rapid Transit, Santa Monica’s Big Blue Bus, Metro’s 207 bus line, and LADOT’s Wilshire Center/Koreatown and Hollywood/Wilshire DASH lines.

² *City of Los Angeles General Plan, “Mobility Plan 2035”* (2015), City of Los Angeles, Citywide General Plan Circulation System Map A4—Central, Midcity Subarea

³ Metro, “Maps & Timetables,” <http://www.metro.net/riding/maps/>, accessed November 2015.



SOURCE: Meridian Consultants, LLC - 2015

FIGURE 2.0-1



FIGURE 2.0-2

2.5 ZONING AND LAND USE DESIGNATIONS

Zoning

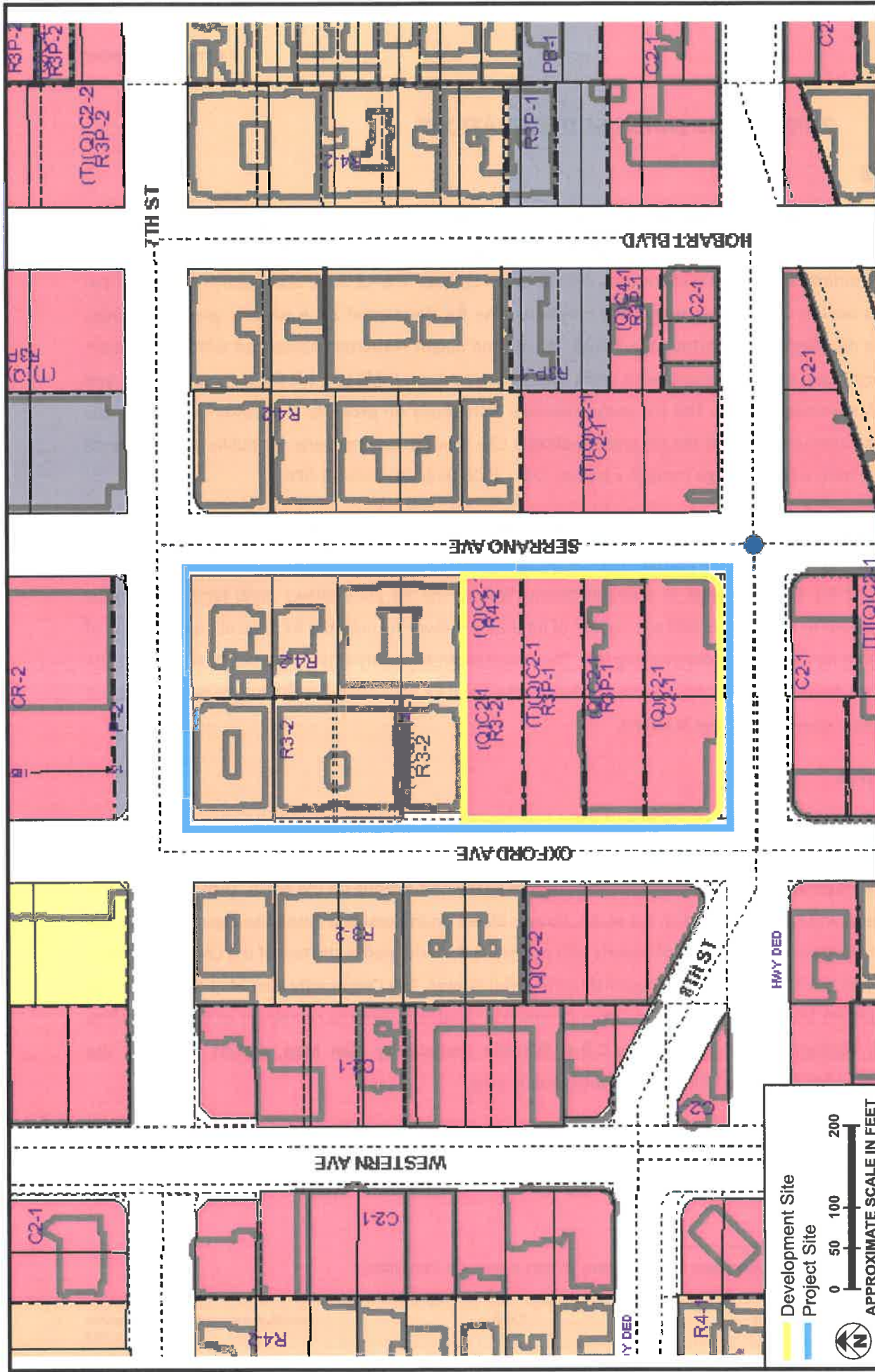
As shown in **Figure 2.0-3, Existing Zoning Map**, the Development Site is zoned (T)(Q)C2-1 and (Q)C2-1. The C2 Commercial Zone permits a variety of commercial uses, such as retail with limited manufacturing, service stations and garages, office uses, hotels, and hospitals. The C2 Zone also permits R4 residential uses, as well as churches, schools, and childcare. The R4 Residential Zone permits group dwellings, multiple dwellings, and apartment buildings. There is no height restriction associated with the C2 Zone. The Height District No. 1 designations limits the Floor Area Ratio (FAR) to 1.5:1 for commercial uses and to 3:1 for residential uses. The (Q) prefix indicates restrictions on property as a result of a previously approved zone change and the (T) prefix indicates City Council requirements for public improvements resulting from a zone change through case No. CPC - 2006-9524-ZC-CUB-CU-SPR.

The remainder of the Project Site is zoned R3-2 and (T)(Q)R4-1 along Oxford Avenue and R4-2 along Serrano Avenue. Both zones permit multi-family residences, at an FAR of 6:1 in Height District No. 2 and an FAR of 3:1 for the parcel in a Height District No. 1. The R3 Zone allows multi-family residential development to a density of 800 square feet of lot area per dwelling unit; the R4 Zone allows a density of 400 square feet of lot area per dwelling unit. The parcel located directly adjacent to the Development Site on Oxford Avenue includes (Q) conditions that further restrict development with height restrictions not to exceed 3 stories or 45 feet in height.

Land Use

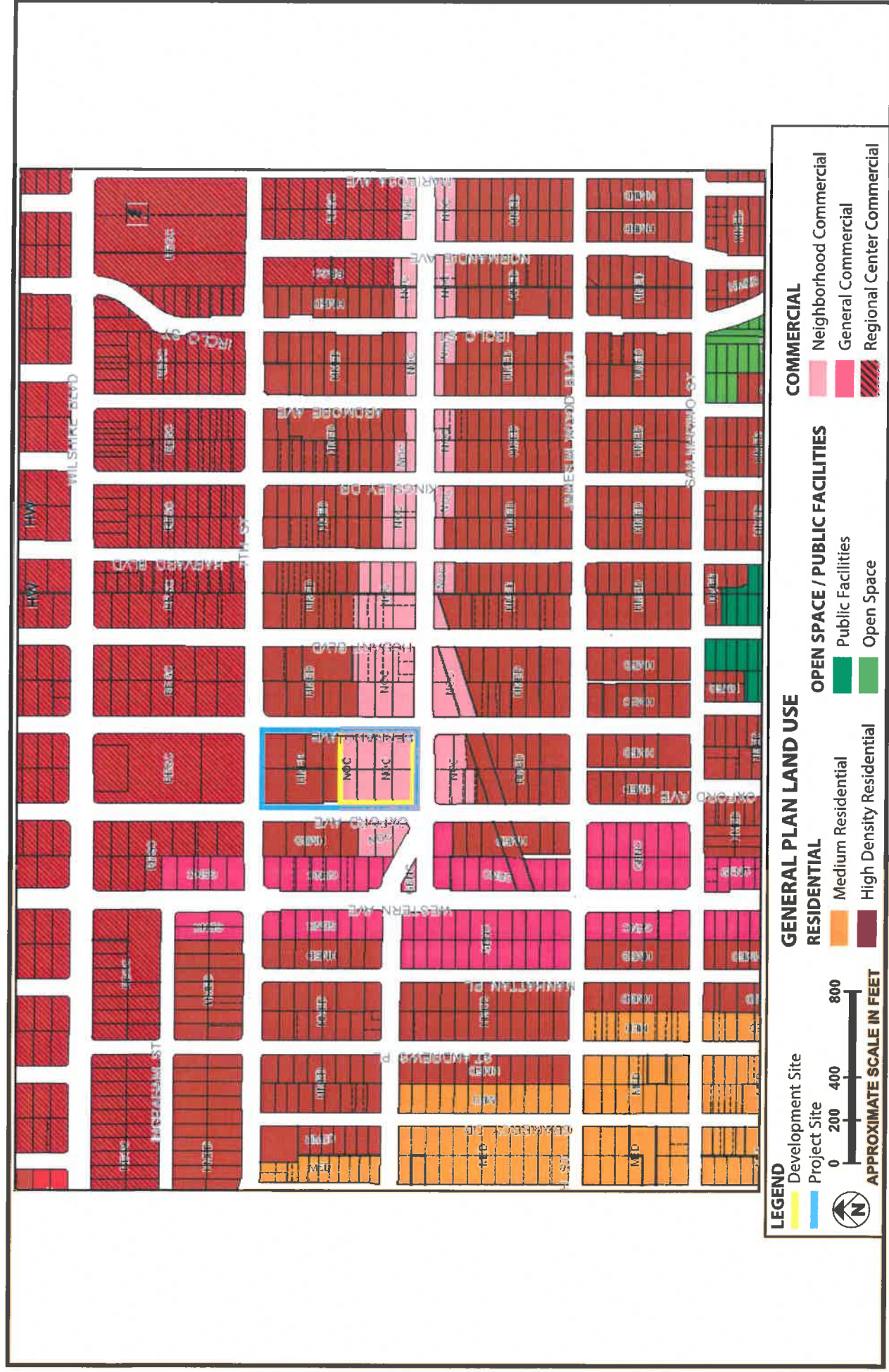
The proposed Project is located within the Wilshire Community Plan (“Community Plan”) Area of the City of Los Angeles. Considered to be located in the heart of the City of Los Angeles, the Wilshire Community Plan Area is generally bound by Melrose Avenue and Rosewood Avenue on the north, 18th Street, Venice Boulevard, and Pico Boulevard on the south, Hoover Street on the east and South Durango Drive, the City of West Hollywood and the City of Beverly Hills on the west. As defined in the text of the Community Plan, the Project is within the Wilshire Regional Commercial Center. The Community Plan Map designates the Development Site for Neighborhood Office Commercial land uses and the remainder of the Project Site as High Medium Residential.⁴ **Figure 2.0-4, Wilshire Community Plan Map**, depicts the Land Use Designation for the Project Site and the surrounding area.

⁴ City of Los Angeles Department of City Planning, *Wilshire Community Plan* (2001).



SOURCE: ZIMAS - 2015

FIGURE 2.0-3



SOURCE: ZIMAS - 2015

FIGURE 2.0-4

2.6 PROJECT CHARACTERISTICS

The City intends to initiate a General Plan Amendment that would modify the Wilshire Community Plan Land Use Map such that the Regional Commercial Land Use designation would apply to the block bounded by W. 7th Street, W. 8th Street, S. Oxford Avenue and S. Serrano Avenue. This change would broaden the range of zoning classifications that would correspond with the Project Site. Specifically, the Regional Commercial Land Use designation corresponds with commercial zones and with the R5 Zone that would allow for a greater density of development within the Project Site. For this additional development potential to be realized, the property owners would need to apply for a zone change and for approval of specific development projects. These actions would be subject to additional environmental review on a case by case basis. As stated in the Wilshire Community Plan, “densities depicted on the plan map are theoretical and may not occur due to plan and zone regulations, economic conditions and design limitations.”⁵

In addition, the Development Project Applicant has proposed to demolish the existing commercial retail building and related surface parking on the Development Site and construct a 7-story mixed-use building. The building would be 102 feet in height, with an FAR of 4:1.

As shown in **Figure 2.0-5, Floor Plan—Ground Level**, the ground floor would include an approximately 22,906-square-foot grocery store and approximately 16,513 square feet of other retail space. Also on the ground level would be a residential lobby, vehicle entries, commercial loading, and bicycle parking.

Figure 2.0-6, Floor Plan—Level B1, Figure 2.0-7, Floor Plan—Level B2, and Figure 2.0-8, Floor Plan—Level B3, depict the 3-level subterranean parking garage. This subterranean parking garage would contain the required parking for residents and visitors, as well as parking for grocery store employees. **Figure 2.0-9, Floor Plan—Level 2**, shows the commercial parking.

The residential component of the Development Project would consist of 367 dwelling units (125 studios and 242 1-bedroom apartments) on levels 3 through 7. As shown in **Figure 2.0-10, Floor Plan—Level 3**, the center of the third level would contain residential amenities such as a recreation room, gym, and pool. Residents would also have access to a dog park on the north side of Level 3, as well as terraces at the southeast corner of Level 3 and Level 7. Above Level 3, the center of the building would be open, as shown in **Figure 2.0-11, Floor Plan—Levels 4–6, Figure 2.0-12, Floor Plan—Level 7, and Figure 2.0-13, Section**.

5 City of Los Angeles Department of City Planning, *Wilshire Community Plan* (2001), Page II-5

Figure 2.0-14, Rendering—Street-Level View presents a computer-generated rendering of the Development Project from street level, showing the way the façade would be broken up with geometric elements and color.

Access and Parking

The existing driveways would be removed and new access points created. A driveway on S. Oxford Avenue would provide residential vehicular ingress and would connect to a ramp to the subterranean residential parking or to a visitor turnaround. A second driveway on S. Oxford Avenue would provide egress from the subterranean residential parking and from the visitor turnaround. Vehicular ingress access to the commercial parking and loading would be from a driveway along S. Oxford Ave at the north end of the Development Site; egress for the commercial parking and loading would be from a driveway along S. Serrano Ave at the north end of the Development Site.

The Development Project would include approximately 791 vehicle parking spaces and 456 bicycle parking spaces. The bicycle parking includes 367 long-term and 37 short-term bicycle parking spaces for the residential component, and 26 long-term and 26 short-term spaces for the commercial component. Short-term bicycle parking would be provided along the perimeter of the ground floor of the proposed building at the S. Oxford Avenue and S. Serrano Avenue sides. Residential long-term bicycle parking would be provided within the first level of underground parking; commercial long-term bicycle parking would be provided on the second level with the commercial automobile parking.

Construction

The construction of the Development Project, including demolition, would take approximately 24 months from start to finish. Construction activities associated with the Development Project would be undertaken in three main steps: (1) demolition/site clearing, (2) site preparation, and (3) building construction.

Construction of the Development Project would commence with demolition and site-clearing activities. All existing improvements on the Development Site would be removed. Construction and demolition debris would be recycled to the maximum extent feasible.

After the completion of site clearing, excavation for three subterranean levels of parking would begin. Approximately 146,370 cubic yards of soil would be removed from the Development Site and taken to an approved landfill. The Development Project would require a haul route permit that would specify the truck route to and from the Development Site. The anticipated haul route would direct trucks to reach the Development Site via the Western Avenue exit on Interstate 10, then north along Western Avenue to 8th Street. Similarly, trucks would be directed from the Development Site traveling west on 8th Street, south on Western Avenue to the Interstate 10.

Construction activities may necessitate temporary lane closures on streets adjacent to the Development Site on an intermittent basis for utility relocations/hookups, delivery of materials, and other construction activities as needed. Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City and will conform to City standards.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable State and federal laws and City codes and policies with respect to building construction and activities.

2.7 APPROVAL ACTIONS

The following approvals would be required to implement the Project:

- General Plan Amendment (GPA) that would amend the adopted Wilshire Community Plan Land Use Map such that the “Regional Commercial” designation between 6th and 7th Streets would extend to 8th Street for the parcels between S. Oxford Avenue and S. Serrano Avenue;
- Vesting Zone Change for the Development Site from (Q)C2 and (T)(Q)C2 Zones to C2;
- Height District Change for the Development Site from Height District No. 1 to Height District No. 2;
- Amendment to Ordinance No. 114,296 (Case 1434) and Ordinance No. 114,320 (Case 1435) to remove the remaining building lines for the Development Site along S. Oxford and S. Serrano Avenues, respectively;
- Conditional Use approval to permit the off-sale dispensing and consumption of a full line of alcoholic beverages at the Development Site;
- Site Plan Review, pursuant to the provisions of LAMC Section 16.05.C.1(b), to permit a proposed project that creates or results in an increase of 50 or more dwelling units within the Development Site;
- Vesting Tentative Tract Map for the Development Site to merge the existing lots and resubdivide into 5 lots (1 ground and 4 air space lots) for commercial and residential purposes;
- Slight Modification for the Development Site of less than 20 percent of the rear yard setback area;
- Demolition, grading, excavation, and building permits for the Development Site;
- Haul Route Permit for the Development Site for the export of soil; and
- Tree Removal Permit for the removal of existing street trees around the Development Site.

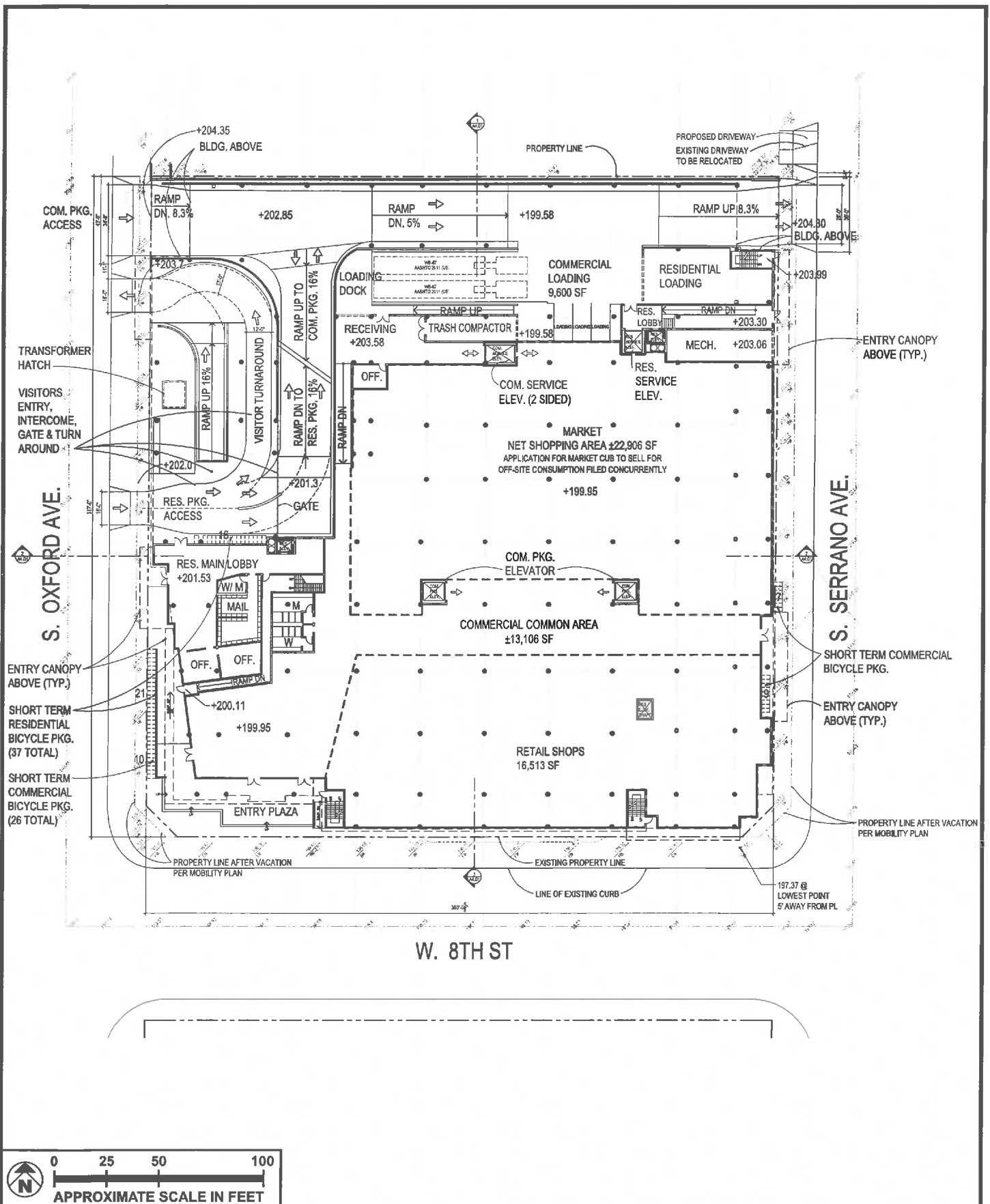
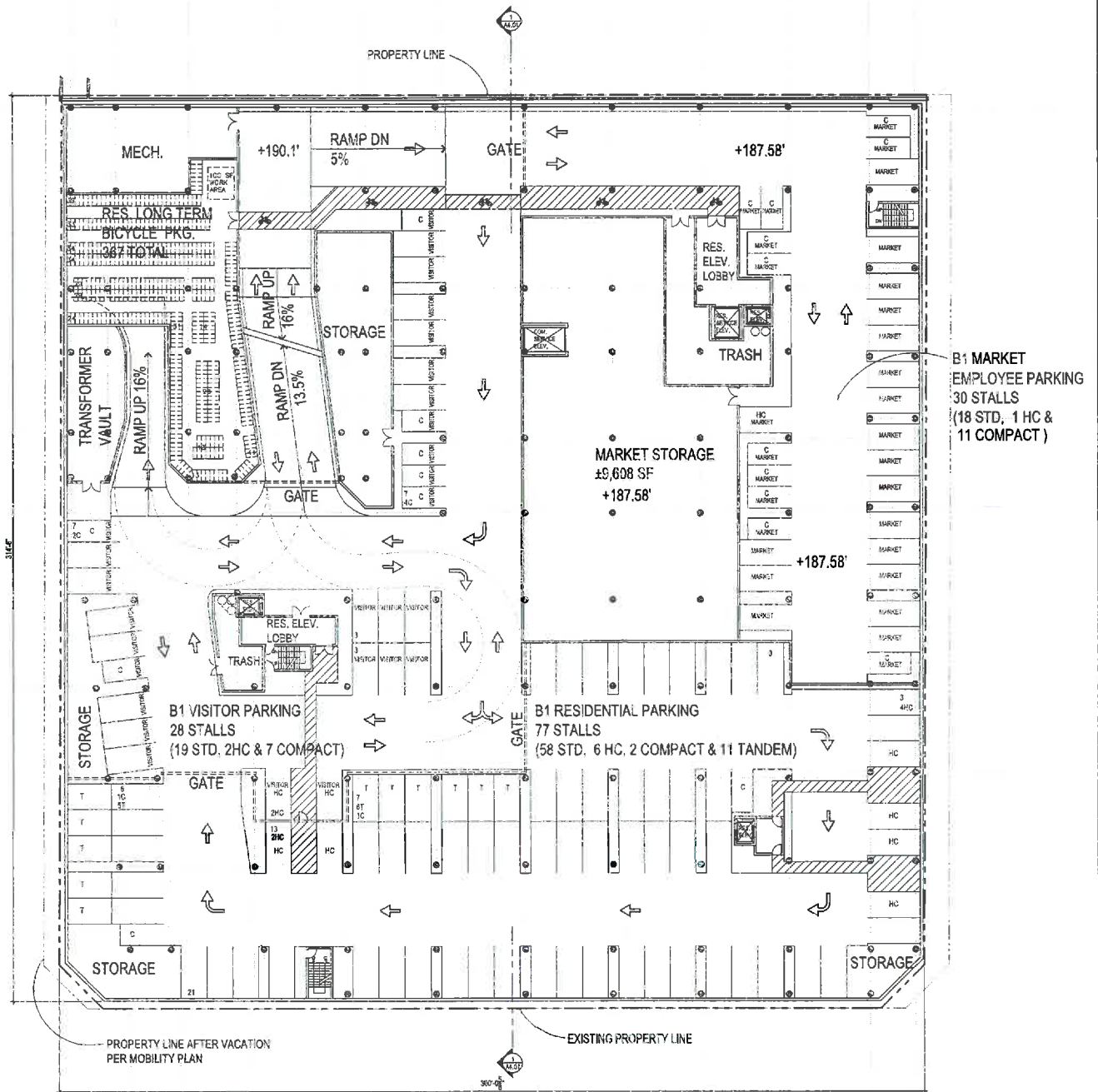
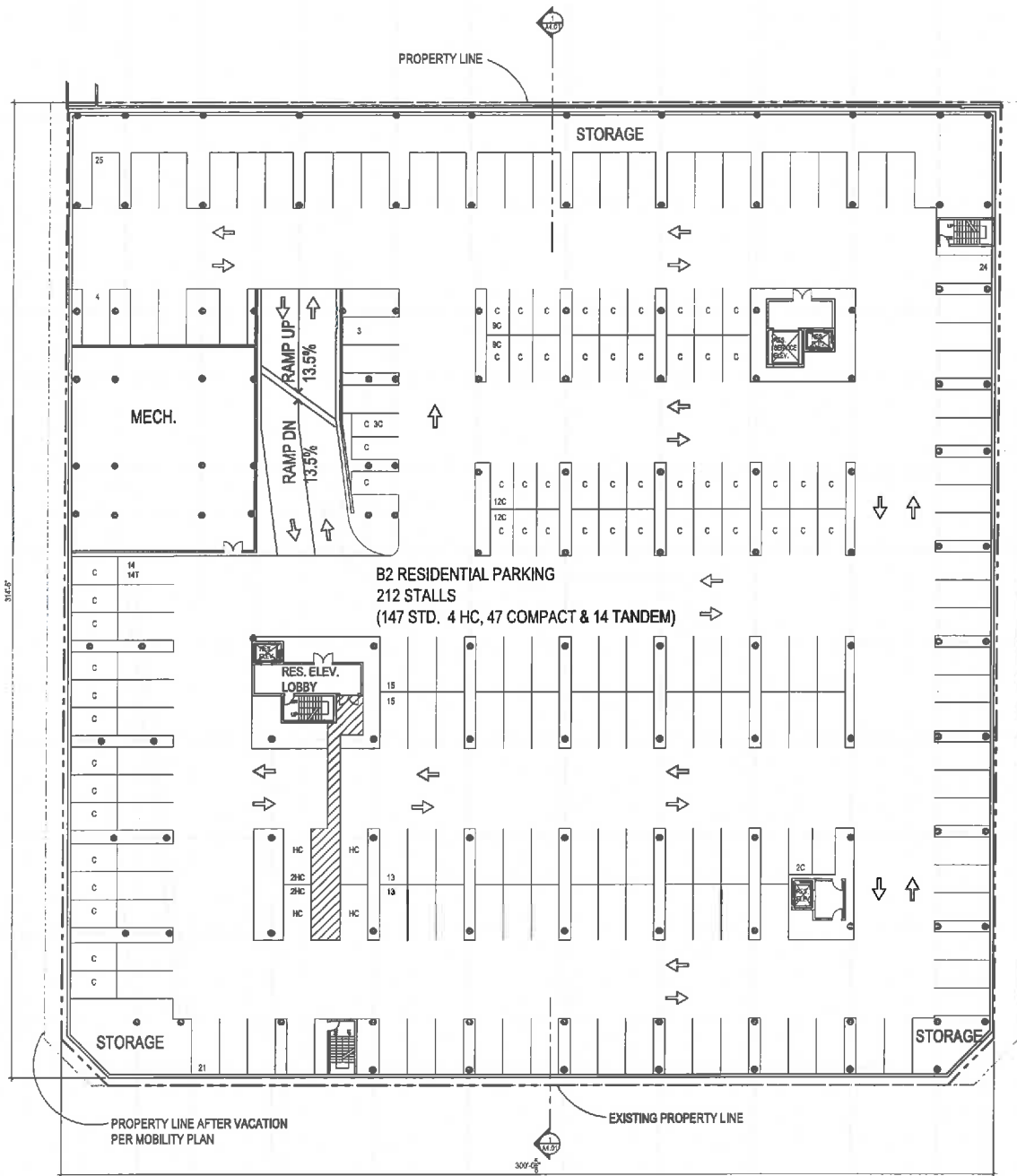


FIGURE 2.0-5



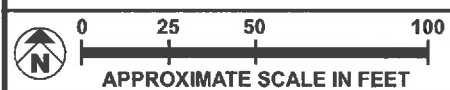
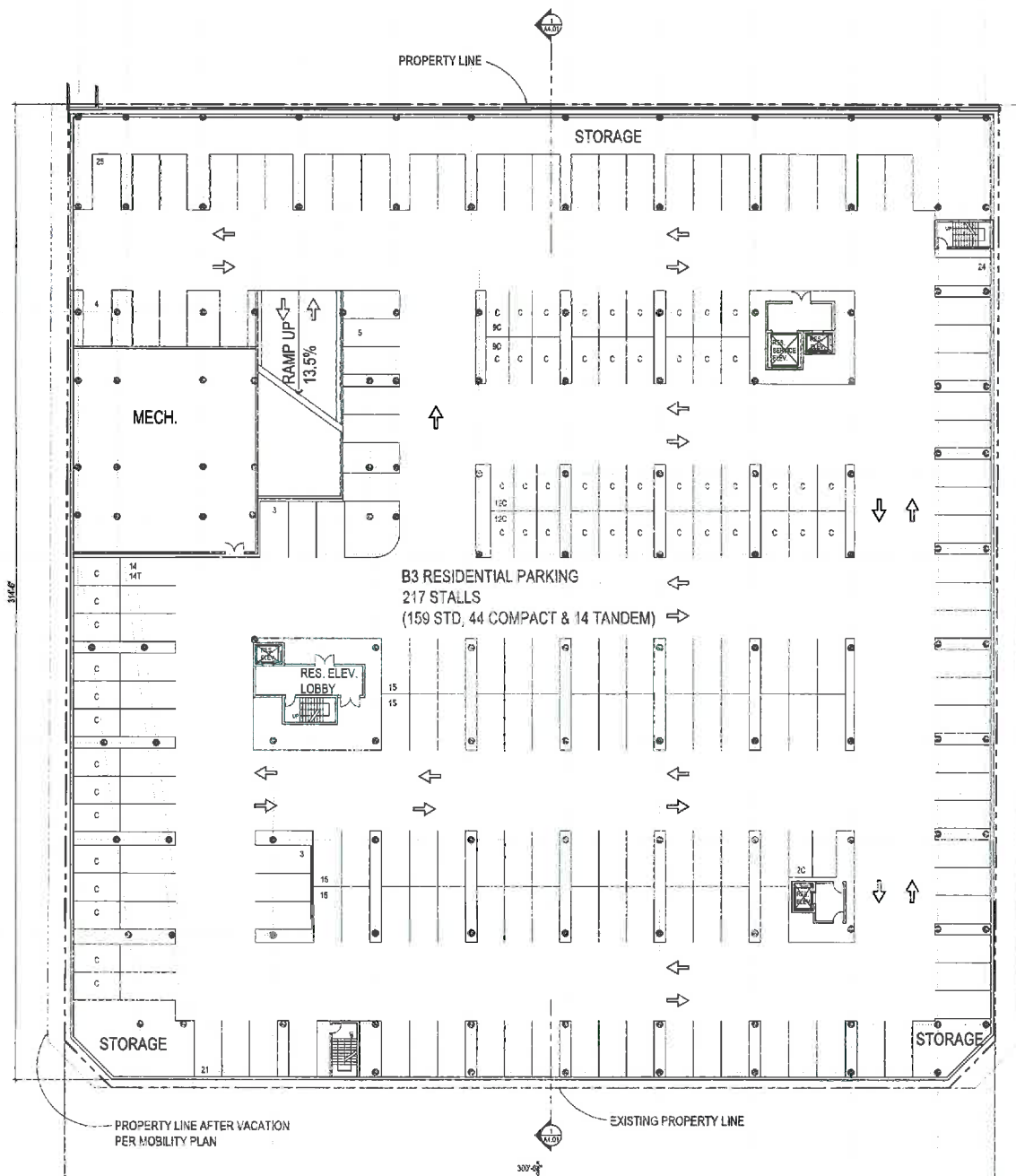
SOURCE: Nadel - December 2015

FIGURE 2.0-6



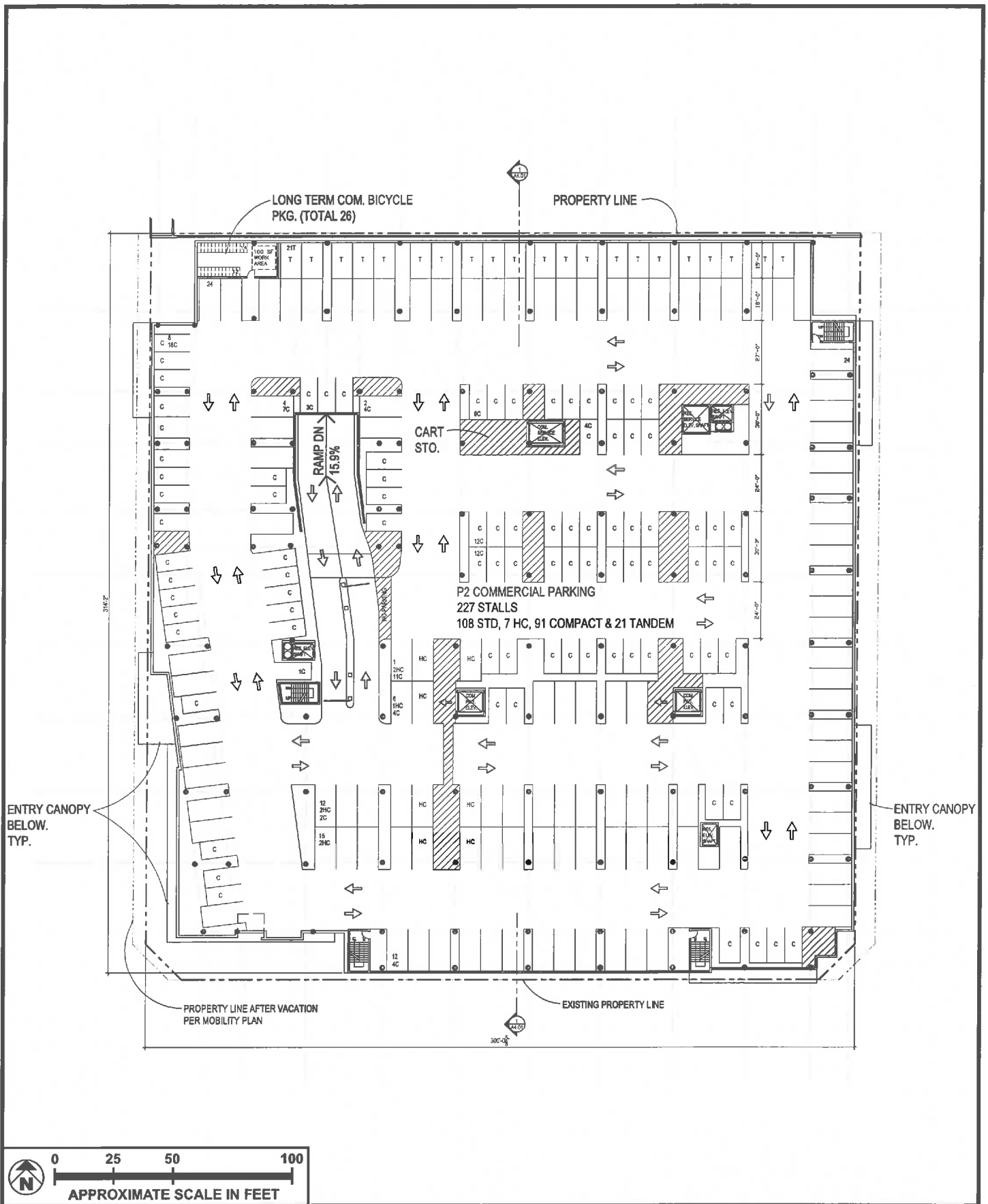
SOURCE: Nadel - December 2015

FIGURE 2.0-7



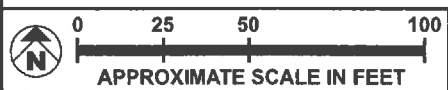
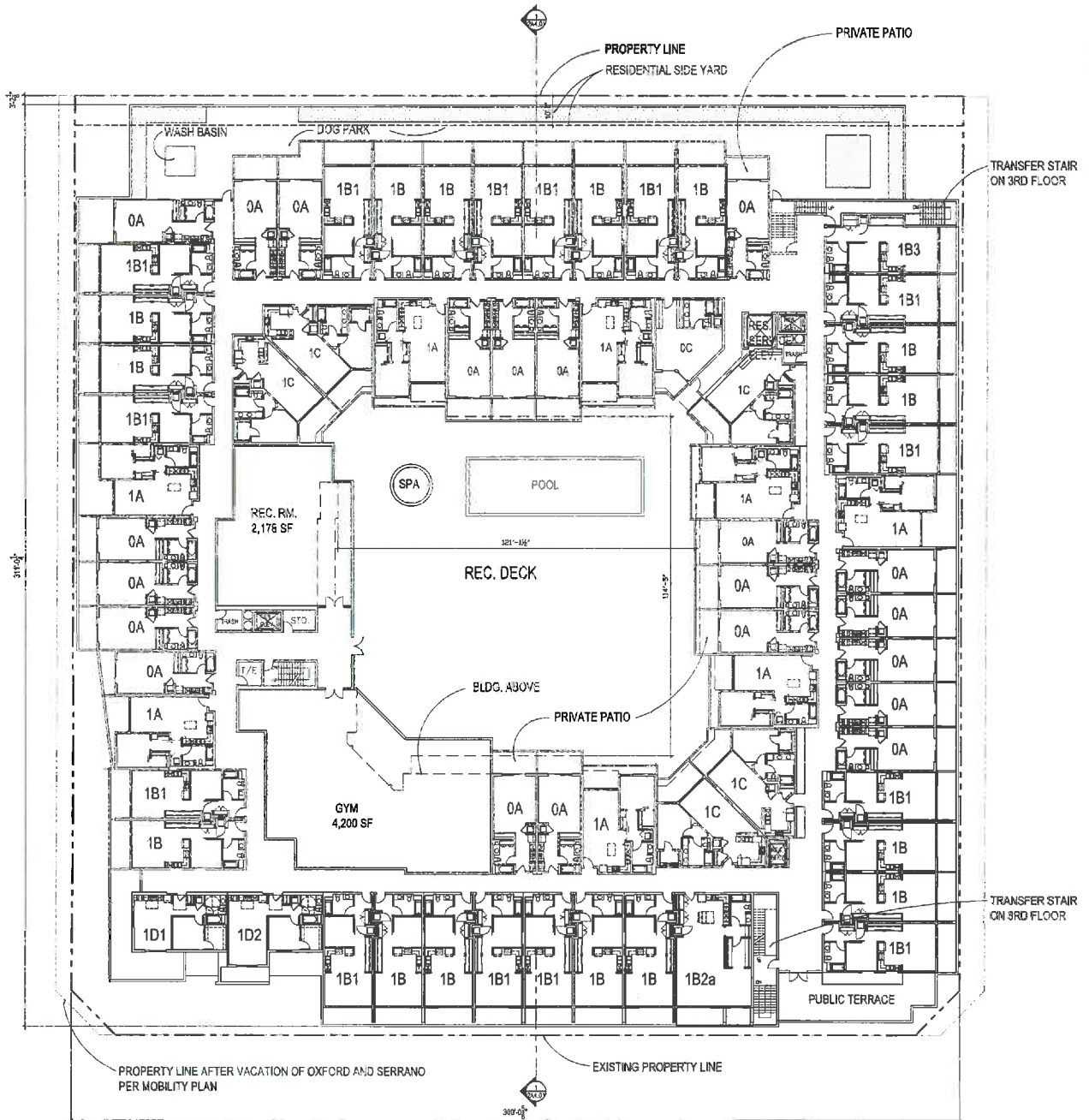
SOURCE: Nadel - December 2015

FIGURE 2.0-8



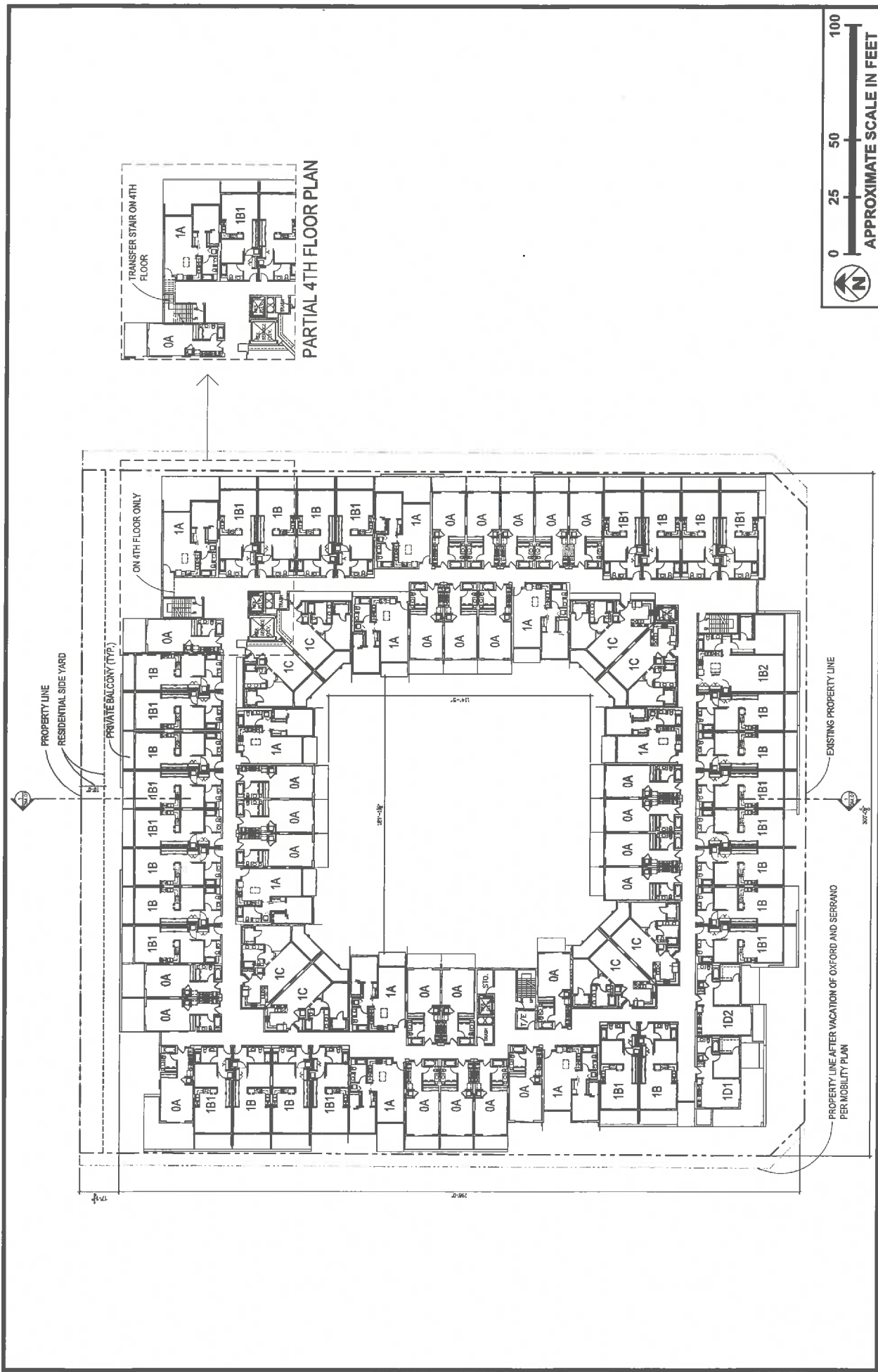
SOURCE: Nadel - December 2015

FIGURE 2.0-9



SOURCE: Nadel - December 2015

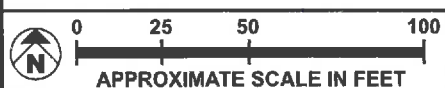
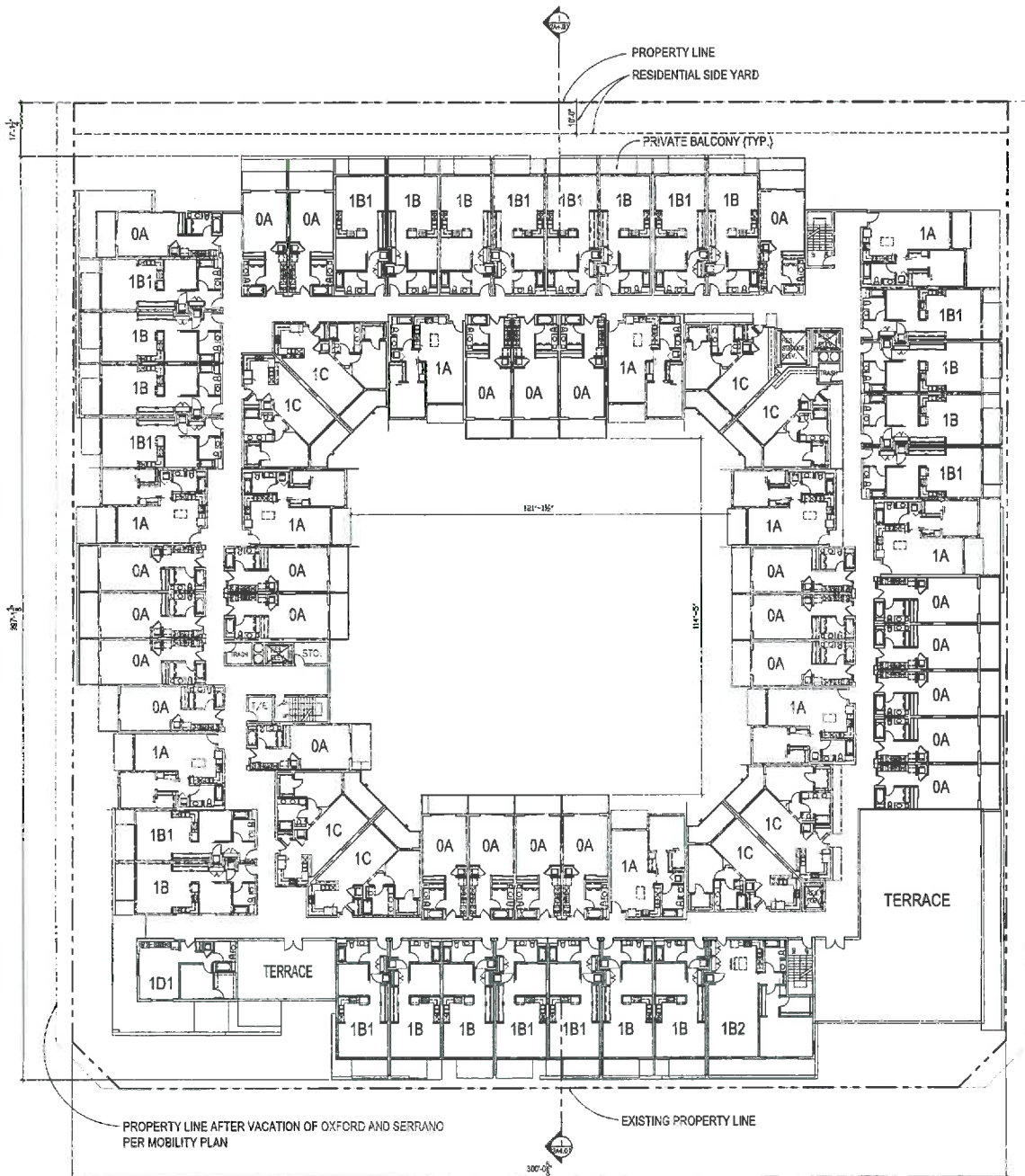
FIGURE 2.0-10



SOURCE: Nadel - December 2015

FIGURE 2.0-11

Floor Plan—4th–6th Levels



SOURCE: Nadel - December 2015

FIGURE 2.0-12



FIGURE 2.0-13

Section



SOURCE: Nadel - December 2015

FIGURE 2.0-14

3.0 PROPOSED MITIGATION NEGATIVE DECLARATION

**CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION**

| | | |
|---|---|--|
| LEAD CITY AGENCY: City of Los Angeles, Department of City Planning | | COUNCIL DISTRICT: CD10 – Herb Wesson Jr. |
| PROJECT TITLE: 8th and Serrano Mixed-Use Project | ENVIRONMENTAL CASE: ENV-2015-4614-MND | CASE NOS: |
| PROJECT LOCATION: The block bounded by W. 8th Street, W. 7th Street, S. Serrano Avenue, and S. Oxford Avenue in the City of Los Angeles, California, 90005 (the "Project Site") | | |
| PROJECT DESCRIPTION: The Project consists of a General Plan Amendment and a development proposal. The General Plan Amendment would amend the adopted Wilshire Community Plan Land Use Map such that the "Regional Commercial" land use designation would extend over the block between 7 th Street, 8 th Street, Oxford Avenue and Serrano Avenue. The development proposed would occur within the southern portion of the block, within the Project Site, and would involve the demolition of an existing 2-story grocery and commercial retail building and related surface parking and the construction of a new 7-story mixed-use development above a 3-level subterranean parking garage. The Development Project would provide 367 dwelling units and 52,525 square feet of ground-floor commercial space. Approximately 38,524 square feet of open space is proposed, which includes space on the ground floor accessible to the public; an outdoor recreation deck, indoor gym and recreation room, a dog run on the 3rd floor; and two terraces on the 7th floor. | | |
| NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY: Rescore Koreatown LLC 11726 San Vicente Boulevard, Suite 235 Los Angeles, CA 90049 | | |
| FINDING: The Department of City Planning of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance. | | |
| SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED | | |
| Any written comment received during the public review period is attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made. | | |
| THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED | | |
| NAME OF PERSON PREPARING FORM Kinikia M. Gardner, AICP | TITLE | TELEPHONE NUMBER (213) 978-1445 |
| ADDRESS 200 N. Spring Street, Room 621 Los Angeles, CA 90012 | SIGNATURE (Official) | DATE |

SUMMARY OF MITIGATION MEASURES

Aesthetics: No mitigation measures are required.

Agriculture and Forestry Resources: No mitigation measures are required.

Air Quality: No mitigation measures are required.

Biological Resources:

IV-20: Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

Proposed Development Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code, Section 86).

If Development Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Development Project Applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors), as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the Development Project Applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting) until August 31.
- Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The Development Project Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Development Project.

IV-70: Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit for the Development Project, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multitrunked, as measured 54 inches above the ground) nonprotected trees on the Development Site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way of the Development Site, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

Cultural Resources: No mitigation measures are required.

Geology and Soils: No mitigation measures are required.

Greenhouse Gas Emissions: No mitigation measures are required.

Hazards and Hazardous Materials: No mitigation measures are required.

Hydrology and Water Quality: No mitigation measures are required.

Land Use and Planning: No mitigation measures are required.

Mineral Resources: No mitigation measures are required.

Noise:**XII-20 Increased Noise Levels (Demolition, Grading and Construction Activities)**

- The Development Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Development Project shall limit construction and demolition to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Population and Housing: No mitigation measures are required.

Public Services:**XIV-10 Public Services (Fire):**

- The following recommendations of the Fire Department relative to fire safety as they relate to the Development Project, shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant; and entrances to any

dwelling unit or guest room shall be no more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-30 Public Services (Police):

- The Development Project plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security: semipublic and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semipublic space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot-traffic areas, and provision of security guard patrol throughout the Development Site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design, published by the LAPD. These measures shall be approved by the Police Department prior to the issuance of building permits.

Recreation: No mitigation measures are required.

Transportation and Traffic: No mitigation measures are required.

Utilities and Service Systems: No mitigation measures are required.

Mandatory Findings of Significance: Applicable mitigation measures have been stated above.

4.0 INITIAL STUDY AND CHECKLIST

CITY OF LOS ANGELES CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

| | | |
|---|--|---|
| LEAD CITY AGENCY: City of Los Angeles, Department of City Planning | COUNCIL DISTRICT: CD 10 – Herb J. Wesson, Jr. | DATE: |
| RESPONSIBLE AGENCIES: Southern California Air Quality Management District Los Angeles Regional Water Quality Control Board | | |
| PROJECT TITLE: 8th and Serrano Mixed-Use Project | ENVIRONMENTAL CASE: ENV-2015-4614-MND | CASE NO: |
| PREVIOUS ACTIONS CASE NO. | <input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions | |
| PROJECT LOCATION: The block bounded by W. 8th Street, W. 7th Street, S. Serrano Avenue, and S. Oxford Avenue in the City of Los Angeles, California, 90005 | | |
| PROJECT DESCRIPTION: See Section 2.0 of this Initial Study. | | |
| ENVIRONMENTAL SETTING: See Section 2.0 of this Initial Study. | | |
| COMMUNITY PLAN AREA: Wilshire STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Does NOT Conform to Plan <input checked="" type="checkbox"/> Adopted in 2001 | AREA PLANNING COMMISSION: Central | CERTIFIED NEIGHBORHOOD COUNCIL: Wilshire Center–Koreatown |
| EXISTING ZONING: (T)(Q)C2-1, (Q)C2-1, R3-2, (T)(Q)R4-1 and R4-2. | MAX DENSITY ZONING: 1.5:1 commercial and 3.0:1 residential FAR in the C2-1 Zone; 6:1 FAR in the R3-2 and R4-2 Zones; and 3:1 FAR in the R3-1 Zone. | LA River Adjacent: No |
| GENERAL PLAN LAND USE: Neighborhood Office Commercial; High Medium Residential | MAX. DENSITY PLAN: Same as zoning | PROPOSED DEVELOPMENT PROJECT DENSITY: Development Site: 4.0:1 FAR |

Determination (to be completed by Lead Agency)**On the basis of this initial evaluation:**

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kerikia Jordan
Signature

City Planner
Title

(213) 978-1445
Phone

| | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact | |
|--|---|---|------------------------------|-------------------------------------|-------------------------------------|
| EACH DETERMINATION IN THIS INITIAL STUDY CHECKLIST IS BASED UPON SECTION 4.0, ENVIRONMENTAL ANALYSIS. PLEASE REFER TO THE APPLICABLE SECTION THEREIN FOR A DETAILED DISCUSSION OF THE CHECKLIST DETERMINATIONS. | | | | | |
| 4.1 AESTHETICS | | | | | |
| <i>Would the project:</i> | | | | | |
| 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, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.2 AGRICULTURE AND FOREST RESOURCES | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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"/> |

| | | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|---------------------------------|--|--------------------------------------|---|-------------------------------------|-------------------------------------|
| 4.3 AIR QUALITY | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Conflict with or obstruct implementation of the SCAQMD or congestion management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.4 BIOLOGICAL RESOURCES | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | 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 California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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"/> |

| | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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"/> |
| 4.5 CULTURAL RESOURCES | | | | |
| <i>Would the project:</i> | | | | |
| a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Would the project Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code § 21074 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.6 GEOLOGY AND SOILS | | | | |
| <i>Would the project:</i> | | | | |
| Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: | | | | |

| | | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|--|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| a | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b | Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c | Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d | Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e | Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential 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"/> |
| g | Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h | 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"/> |
| 4.7 GREENHOUSE GAS EMISSIONS | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.8 HAZARDS AND HAZARDOUS MATERIALS | | | | | |
| <i>Would the project:</i> | | | | | |
| 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"/> |

| | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. 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"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.9 HYDROLOGY AND WATER QUALITY | | | | |
| <i>Would the project:</i> | | | | |
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|-----------------------------------|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| b. | Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)? | <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, in a manner which would result in substantial erosion or siltation on or offsite? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. | Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. | Place within a 100-year flood plain structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. | Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.10 LAND USE AND PLANNING | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|-------------------------------|--|--------------------------------------|---|-------------------------------------|-------------------------------------|
| b. | Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.11 MINERAL RESOURCES | | | | | |
| <i>Would the project:</i> | | | | | |
| 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"/> |
| 4.12 NOISE | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| 4.13 POPULATION AND HOUSING | | | | |
| <i>Would the project:</i> | | | | |
| a. Induce substantial 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 housing necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.14 PUBLIC SERVICES | | | | |
| <i>Would the project:</i> | | | | |
| a. 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: | | | | |
| i. Fire protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. Police protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| v. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.15 RECREATION | | | | |
| <i>Would the project:</i> | | | | |
| 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"/> |

| | | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|---|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| 4.16 TRANSPORTATION AND TRAFFIC | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Substantially increase hazards to a 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"/> |
| e. | Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. | Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.17 UTILITIES & SERVICE SYSTEMS | | | | | |
| <i>Would the project:</i> | | | | | |
| a. | Exceed wastewater treatment requirements of the applicable regional water quality control board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Less than Significant with Project Mitigation | Less than Significant Impact | No Impact |
|--|---|--------------------------------------|---|-------------------------------------|--------------------------|
| d. | Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.18 MANDATORY FINDINGS OF SIGNIFICANCE | | | | | |
| a. | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL ANALYSIS

This section contains an assessment of impacts associated with the issues and subject areas identified in the Initial Study Checklist. The thresholds of significance are based on the L.A. *CEQA Thresholds Guide*.

4.1 AESTHETICS

Impact Analysis

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2451 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project Site as within a TPA. Therefore, any aesthetic impacts, including but not limited to (a) adverse effects on scenic vistas, (b) damage to scenic resources, (c) degradation of existing visual character, (d) light and/or glare, and (e) shade shadow are deemed less than significant as a matter of law. Notwithstanding the mandate imposed by SB 743, the following aesthetic analysis of the project is provided for informational purposes only.

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

Less than Significant Impact. A significant impact could occur if the Project introduced incompatible visual elements within a field of view containing a scenic vista or substantially blocked views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *L.A. CEQA Thresholds Guide*, the determination of whether a project would result in a significant impact on a scenic vista is made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The Project Site is located within the Koreatown neighborhood of the City of Los Angeles, approximately 2.2 miles west of the Harbor Freeway/State Route 110 (SR 110), approximately 1.4 miles north of Interstate 10 (I-10), and approximately 1.75 miles south of the Hollywood Freeway/US Highway 101 (US

101). Based on the City of Los Angeles General Plan as well as State scenic highway designations, the Project Site is not located within or along a designated scenic corridor or roadway. Nonetheless, the Project Site is within the field of view of some views of the Los Angeles skyline and the Hollywood Hills. However, the Development Project would be visually compatible with the surrounding neighborhood and is similar in scale to other mixed-use and multifamily developments in the neighborhood. The Development Project would alter the existing views and character of the surrounding area in a manner that is compatible with the urban form of the Wilshire Community Plan area. As such, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur if scenic resources would be damaged and/or removed by the development of a project. The Development Site is currently improved with an existing 2-story grocery and commercial retail building and related surface parking. The existing structure on the Development Site has not been identified as a scenic resource. The Development Site is not bordered by or within the viewshed of a designated scenic highway. No historic buildings, rock outcroppings, or unique geologic features exist on the Development Site or within the Project Site. The perimeter of the Development Site contains several street trees that would be removed during construction according to existing City regulations. New street trees would be planted. The Project's aesthetic impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

Building Heights and Massing

With respect to building mass and height, land uses within the Project vicinity vary in use and height. Within the Wilshire area are commercial retail, office, restaurant, parking, residential, and mixed-use land uses ranging in various heights. Development within the proximity of the Project Site ranges from low- to medium-rise in height, with buildings ranging from 2 to 10 stories in height close to the Project Site. The proposed building in the Development Site would be 7 stories and approximately 102 feet from the lowest adjacent grade to the top of the roof parapet. Therefore, the massing and height of the proposed development would be consistent with the general character of the area and, since no change in the other buildings within the Project Site are currently being proposed or contemplated, the Project's impacts with respect to building height and massing would be less than significant.

Views

At a height of approximately 102 feet above grade, the proposed mixed-use building may be visible from private viewpoints within commercial or residential buildings in the Koreatown neighborhood. Existing views toward the Los Angeles skyline or the Hollywood Hills from these vantage points may be obstructed as a result of the Development Project. However, it should be noted that private views are not protected by any viewshed protection ordinance, and the alteration of private views would not constitute a significant impact. The visual impact of one building blocking another building is not considered a significant impact because the general characteristics of the urban setting would not be altered. As such, and since no change in the other buildings within the Project Site are currently being proposed or contemplated, the Project's impact on obstruction of scenic public views would be less than significant.

Streetscape

The street perimeter of the Development Project would feature new street trees and improved sidewalks. As shown in **Figure 2.0-14, Rendering—Street-Level View**, the façade of the proposed building would be articulated with geometric forms and variations in color. The corner at W. 8th Street and S. Oxford Avenue would feature an entry plaza. These design elements are intended to create visual interest. As such, and since no change in the other buildings within the Project Site are currently being proposed or

contemplated, the Project's impact on the visual character of the streetscape would be positive. Impacts would be less than significant.

Vandalism

Environmental impacts could result from the Development Project implementation due to graffiti and accumulation of rubbish and debris along the wall adjacent to the public right-of-way. However, the Development Project Applicant shall adhere to Regulatory Compliance Measures required by law, including the following:

Regulatory Compliance Measure RCM-AE-3 (Vandalism): The Project shall comply with all applicable building code requirements, including the following:

- Every building, structure, or portion thereof shall be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation, or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

With regulatory compliance, any potential impacts would be less than significant.

Shade and Shadow

Based on the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Development Project's structure cast shadows on shade sensitive uses for more than 3 hours each day between the hours of 9:00 AM and 3:00 PM during winter months, or for more than 4 hours each day between the hours of 9:00 AM and 5:00 PM during the summer months. Shade sensitive uses include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. Within the Project vicinity are several shade-sensitive land uses because the nearby residential and hotel buildings have outdoor balconies, courtyards, and pool areas. As shown in the Shade and Shadow Study included as **Appendix A**, shadows cast on properties on the east or west would not be of significant duration. The Development Project would cast shadows of extended duration on the southern façade of the multifamily residential buildings adjacent to the Development Site on the north. However, the balconies, outdoor space and primary windows of these buildings are not located along the southern facade. While it might appear that the shade of the Development Project could extend across the pool of the adjacent property, that pool is already shaded by its own building. Therefore, shade/shadow impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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. A significant impact may occur if the Project introduces new sources of light or glare on or from the Project Site that would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Project sources; and (b) the extent to which Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Night lighting for the Development Project would be provided to illuminate the building entrances and common open space areas, and largely to provide adequate night visibility for residents and visitors and to provide a measure of security. It should be noted that lights associated with the commercial buildings and surface parking lots and on the Development Site currently exist. The existing nighttime security lighting associated with the surface parking lot on the Development Site would be removed and replaced with new nighttime security lighting for the new mixed-use building. The Development Project would include nighttime lighting along the building's frontages on S. Oxford Avenue, W. 8th Street, and S. Serrano Avenue. Lighting would also be placed at the building's pedestrian entrances and the vehicle driveways. In addition to the exterior ground-level nighttime security lighting, interior lighting associated with the Development Project would provide an additional source of nighttime illumination. The parking area located on the second level of the building would be designed with exterior screening features in order to minimize any spill off onto adjacent light-sensitive areas. Furthermore, due to its close proximity with surrounding residential and commercial buildings, the Development Project would utilize outdoor lighting designed and installed with shielding to reduce light-sourced impacts surrounding the

Development Site. Additionally, since no change in the other buildings within the remainder of the Project Site are currently being proposed or contemplated, the Project would not change current lighting for the remaining buildings within the Project Site. Therefore, light impacts from the Project would be less than significant.

Glare

Potential reflective surfaces in the Development Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Development Project's architectural materials would include a mix of corrugated metal, metal paneling, metal guardrails, exposed concrete columns, and glass, which would be constructed to minimize glare and reflected heat. Landscaping in the form of street trees would be provided along all street edges of the Development Project to buffer and partially screen the building from public view. The parking area on the second level of the building would be designed with exterior screening features in order to minimize potential glare of headlights from motor vehicles onto adjacent light-sensitive areas. As such, the Development Project would not introduce any new sources of glare that are incompatible with the surrounding areas. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Impact Analysis

- 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 within a developed and heavily urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California Department of Conservation “Los Angeles County Important Farmland 2012” map, the Project Site is designated as “urban and built-up land.”⁶ No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site has land use designations of Neighborhood Office Commercial and High Medium Residential and is zoned for commercial uses [(T)(Q)C2-1, (Q)C2-1] and residential uses [R3-2, (T)(Q)R4-1 and R4-2] As such, the Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.⁷ No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

6 California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2012, map published January 2015, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf>.

7 California Department of Conservation, Division of Land Resource Protection, “The Land Conservation (Williamson) Act” (2013), <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>.

- 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. The Project Site has land use designations of Neighborhood Office Commercial and High Medium Residential and is zoned for commercial uses [(T)(Q)C2-1, (Q)C2-1] and residential uses [R3-2, (T)(Q)R4-1 and R4-2]. As such, the Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Development Site is currently developed with a commercial supermarket and related surface parking while the remainder of the Project Site is developed with residential uses. No forested lands or natural vegetation exists on or near the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

- 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?**

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any “Farmland” category designated by the State of California. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.3 AIR QUALITY

Impact Analysis

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact could occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin ("Basin"), the applicable plan is the AQMP, which is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on June 1, 2012. The 2012 AQMP was prepared to comply with the Federal and State Clean Air Acts and amendments, to accommodate growth, reduce the high levels of pollutants in the Basin, meet National and State air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. It builds on approaches taken from the previous AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections because the Growth Management chapter forms the basis of the land use and transportation control portions of the AQMP. Because impacts with respect to population, housing, and employment would be less than significant (see **Section 4.13, Population and Housing** below), the Project would not conflict with the AQMP. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation on the Project Site that, if enacted, would allow for additional uses and could increase the development potential of the parcels immediately

north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the Project could have a significant impact where Project-related emissions would exceed Federal, State, or regional standards or thresholds, or where Project-related emissions would substantially contribute to an existing or projected air quality violation. The Project would contribute to regional and localized air pollutant emissions during construction and Project operation.

Construction Emissions

The Development Project would include the demolition of an existing 2-story grocery and commercial retail building and related surface parking on the Development Site. The Development Project includes the construction of a new 7-story, mixed-use building with 367 dwelling units and 52,525 square feet of ground floor commercial space.

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 24 months. Construction activities associated with the Development Project would be undertaken in three main steps: (1) demolition/site clearing; (2) site preparation/grading; and (3) building construction. The building construction phase includes the construction of the proposed building, connection of utilities to the building, laying of irrigation for landscaping, application of architectural coatings, paving, and landscaping of the Development Site.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1, Maximum Construction Emissions**, identifies daily emissions that are estimated for peak construction days for each construction phase.

Table 4.3-1
Maximum Construction Emissions (pounds/day)

| Source | ROG | NOx | CO | SOx | PM10 | PM2.5 |
|--------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Demolition (year 1) | 0.98 | 18.28 | 23.16 | 0.04 | 2.91 | 1.24 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Site Preparation (year 1) | 0.47 | 8.66 | 11.86 | 0.02 | 3.41 | 1.94 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Grading (year 1) | 1.80 | 30.31 | 31.90 | 0.07 | 4.90 | 2.71 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Building Construction (year 1) | 3.70 | 28.58 | 58.43 | 0.11 | 6.80 | 2.69 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Building Construction (year 2) | 3.42 | 27.47 | 55.19 | 0.11 | 6.78 | 2.67 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Architectural Coating (year 2) | 65.16 | 1.81 | 6.58 | 0.01 | 1.09 | 0.36 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Paving (year 2) | 0.47 | 8.81 | 13.60 | 0.02 | 0.69 | 0.57 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Architectural Coating (year 3) | 65.13 | 1.77 | 6.13 | 0.01 | 1.09 | 0.36 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| Paving (year 3) | 0.47 | 8.81 | 13.52 | 0.02 | 0.54 | 0.57 |
| SCAQMD Mass Daily Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |

Source: CalEEMod.

Notes: Refer to Modeling in **Appendix B**.

Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 and 403.1, including watering disturbed areas a minimum of 3 times per day, replacing ground covers, and utilizing Tier 3 equipment.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxides.

The Development Project would contribute to regional and localized air pollutant emissions during construction (short term) and Development Project occupancy (long term). These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction

activities during demolition/site clearing and site preparation/excavation would primarily generate particulate matter less than 10 microns (PM10) and particulate matter less than 3.0 microns (PM2.5) emissions. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NOx) emissions. The application of architectural coatings would primarily result in the release of reactive organic gas (ROG) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. As shown in **Table 4.3-1**, no emissions thresholds would be exceeded.

These calculations assume that appropriate dust control measures would be implemented as part of the Development Project during each phase of development, as required by SCAQMD Rule 403—Fugitive Dust. The Development Project Applicant shall adhere to all Regulatory Compliance Measures required by law, including the following:

Regulatory Compliance Measure RCM-AQ-1 (Demolition, Grading, and Construction Activities):
Compliance with provisions of the SCAQMD District Rule 403: The Development Project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

Regulatory Compliance Measure RCM-AQ-4: The Development Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

Regulatory Compliance Measure RCM-AQ-5: The Development Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

Regulatory Compliance Measure RCM-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403: The Development Project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:

- All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
- Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

After compliance with the above listed Regulatory Compliance Measures, air quality impacts from the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Development Project. Area-source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Development Site. The analysis of daily operational emissions associated with the Development Project has been prepared utilizing CalEEMod, as recommended by the SCAQMD. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Development Project in order to calculate a potential net change in emissions. The results of these calculations are presented in **Table 4.3-2, Maximum Operational Emissions**.

Table 4.3-2
Maximum Operational Emissions (pounds/day)

| Source | ROG | NOx | CO | SOx | PM10 | PM 2.5 |
|---|--------------|--------------|--------------|-------------|--------------|-------------|
| Area | 16.51 | 0.36 | 30.67 | 0.002 | 0.17 | 0.17 |
| Energy | 0.09 | 0.75 | 0.40 | 0.005 | 0.06 | 0.06 |
| Mobile | 26.17 | 51.73 | 221.73 | 0.50 | 33.25 | 9.34 |
| <i>Total</i> | <i>42.77</i> | <i>52.84</i> | <i>252.8</i> | <i>0.51</i> | <i>33.48</i> | <i>9.57</i> |
| SCAQMD Mass Daily Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold exceeded? | No | No | No | No | No | No |
| <i>Source: CalEEMod.</i> <i>Notes: Refer to Modeling in Appendix B.</i> <i>Totals in table may not appear to add exactly due to rounding in the computer model calculations.</i> <i>The emissions of the Development Project represent the net difference between the existing operational generated uses that would be removed and the Development Project operational emissions.</i> | | | | | | |

Note that the results reflect the net difference between the existing operational emissions generated by uses that would be removed from the Development Site and the Development Project's operational emissions. As shown in **Table 4.3-2**, the operational emissions generated by the Development Project would not exceed the regional thresholds of significance set by the SCAQMD. As such, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

- c. ***Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?***

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would add a considerable cumulative contribution to Federal or State nonattainment pollutants. Given that the Basin is currently in State nonattainment⁸ for ozone, PM10, and PM2.5, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regard to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."⁹ If an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed before, the Development Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. The Development Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment. Additionally, there are no proposed or contemplated changes in the remaining parcels within the Project Site that would change the existing emissions from those properties, therefore, impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

8 California Air Resources Board (CARB), "Area Designation Maps/State and National," <http://www.arb.ca.gov/desig/adm/adm.htm>.

9 South Coast Air Quality Management District (SCAQMD), *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003), Appendix A.

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

Less than Significant Impact. Development Project construction activities and operations, as described previously, may increase air emissions above current levels. Also, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residential homes, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

The SCAQMD has developed localized significance thresholds (LSTs) based on the pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate lookup tables in the *Final Localized Significance Threshold Methodology* document prepared by the SCAQMD,¹⁰ apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM₁₀, the LSTs were derived based on requirements in SCAQMD Rule 403—Fugitive Dust. For PM_{2.5}, LSTs were derived based on a general ratio of PM_{2.5} to PM₁₀ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the central Los Angeles area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Development Project are the multifamily residential units adjacent to the Development Site. Given the proximity of these sensitive receptors to the Development Site, the LSTs with receptors located within 25 meters (82 feet) have been used to address the potential localized air quality impacts associated with the construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions for each construction phase.

Development Project Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, which shows the net difference between the emissions from current uses at the Development Site and the peak daily emissions that would be generated within the Development Site during construction activities for each phase, net new emissions would not exceed the applicable construction LSTs for a 2- to 5-acre site in SRA 1. Additionally, since there are no proposed or contemplated changes to the remaining uses within the Project Site, no other

¹⁰ SCAQMD, *Final Localized Significance Threshold Methodology* (June 2003; rev. July 2008).

construction emissions would occur and, therefore, localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

Toxic Air Contaminants (TAC)

Though uses that make up the Development Project may store and use cleaning products and other chemicals that could be toxic if improperly used, the normal operations of the Development Project are not associated with the use, storage, or processing of carcinogenic or noncarcinogenic toxic air contaminants (TACs), and no toxic airborne emissions would typically result from Development Project implementation. Additional, no changes in the uses at the remaining properties within the Project Site are proposed or contemplated at this time and, therefore, no new toxic airborne emissions are expected from these properties. TACs are typically associated with uses such as automotive repair, dry cleaners, painting operations, and manufacturing facilities, none of which are located within the Project Site nor part of the Development Project.

In addition, construction activities associated with the Development Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to TACs at the regional, State, and federal levels that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, given the proposed uses and regulatory compliance, the Project would not generate substantial pollutant concentrations and impacts associated with the release of TACs would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

**Table 4.3-3
Localized Significance Threshold (LST) Worst-Case Emissions¹ (pounds/day)**

| Source | NOx | CO | PM10 | PM2.5 |
|-----------------------------------|-----------|-----------|-----------|-----------|
| Construction | | | | |
| Total mitigated maximum emissions | 17.8 | 20.9 | 3.4 | 2.1 |
| LST threshold | 111 | 1,096 | 8 | 5 |
| Threshold Exceeded? | No | No | No | No |
| Operational | | | | |
| Area/energy emissions | 1.1 | 31.1 | 0.2 | 0.2 |
| LST threshold | 111 | 1,096 | 2 | 2 |
| Threshold Exceeded? | No | No | No | No |

Notes: Emission calculations are provided in Appendix B.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The operational emissions of the Project represent the net difference between the existing operational uses that would be removed and the Project operational emissions.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

1 LST for a 2.18-acre site, LST values were interpolated between the 2-acre and 5-acre values accordingly, then rounded down to the nearest whole number.

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. A significant impact could occur if a project generated objectionable odors occur that adversely affected sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors are anticipated.

During the construction phase for the Development Project, activities associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings, and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable.

Additionally, the Development Project will include residential and commercial retail uses that do not create the type of objectionable odors associated with industrial uses. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Adherence with SCAQMD

Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the proposed uses. Therefore, impacts from the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.4 BIOLOGICAL RESOURCES

Impact Analysis

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

Less than Significant Impact with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in (a) the loss of individuals, or the reduction of existing habitat of a State- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Development Site is currently developed with an existing commercial retail building and related surface parking. The Development Site does not contain any critical habitat or support 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 (CDFW) or US Fish and Wildlife Service (USFWS). However, several street and ornamental trees on and around the Development Site would be removed during construction. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA)¹¹ and the California Department of Fish and Wildlife Code.¹² The Development Project Applicant would comply with Mitigation Measure IV-20 to ensure that no significant impacts to nesting birds would occur.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to

¹¹ United States Code, tit. 33, sec. 703 et seq.; see also Code of Federal Regulations, tit. 50, pt. 10.

¹² California Department of Fish and Wildlife Code, sec. 3503.

environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts from the Development Project to a less than significant level.

- **IV-20: Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)**

Development Project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code, Section 86).

If Development Project activities cannot feasibly avoid the breeding season, beginning 30 days prior to the disturbance of suitable nesting habitat, the Development Project Applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the Development Project Applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The Development Project Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Development Project.

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 Game or U.S. Fish and Wildlife Service?

No Impact. The Development Site is occupied by an existing commercial retail building and related surface parking. The remainder of the Project Site is occupied by multi-family residential uses. No riparian or other sensitive natural community is located on or adjacent to the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in the alteration of an existing wetland habitat. The Project Site is entirely developed and covered with impermeable surfaces. The Project Site does not contain any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat as defined by Section 404 of the Clean Water Act. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would interfere with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an area that has been previously developed in a heavily urbanized area of the Wilshire community of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related, significant adverse effect could occur if the Project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance¹³ or the City's adopted street tree policies.

Tree surveys have been conducted of trees within the Development Site and of trees along the perimeter of the Development Site.¹⁴ There are eight sweet gums, five blue gums, four Canary Island palms, and one California fan palm within the Development Site. None of these species are covered in the Protected Tree Ordinance. In addition, there are fourteen trees within the public right of way bordering the Development Site, including four Indian Laurel figs, four queen palms, four pindo palms, one Mexican fan palm, and one blue gum. These street trees do not consist of any protected tree species (i.e., Valley Oak, California Live Oak, Southern California Black Walnut, Western Sycamore, or California Bay). The removal and placement of these trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. The Development Project Applicant would comply with the Mitigation Measure below to ensure that impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

¹³ City of Los Angeles Department of City Planning, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21

¹⁴ Bonterra Psomas, *Tree Evaluation Report* (April 15, 2016); and *Tree Assessment for the Project Site* (December 17, 2015).

Mitigation Measures: The following mitigation measure is proposed to reduce impacts from the Development Project to a less than significant level.

IV-70: Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit for the Development Project, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multitrunked, as measured 54 inches above the ground) nonprotected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

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

No Impact. A significant impact could occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would disturb historic resources that presently exist within the Project Site. Section 15064.5 of the CEQA Guidelines generally defines a historic 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 Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, 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 an 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 Development Site is currently developed with an existing commercial retail building and related surface parking. This existing structure is not designated for listing on the National Register of Historic Places, California Register of Historic Places, or the Los Angeles Historic Cultural Monument. The rest of the Project Site is developed with residential properties not designated for listing on the National Register of Historic Places, California Register of Historic Places, or the Los Angeles Historic Cultural Monument. The nearest historic resource or potentially historic resource are the Ashby Apartments located approximately 470 feet east of the Project Site, which are designated as a Los Angeles Historic Cultural Monument.¹⁵ Construction and operation of the Development Project would not impact the Ashby Apartments and no construction is proposed or contemplated for the other properties within the remainder of the Project Site. Therefore, no historic structures, on or within proximity to the Project Site, would be impacted by the Project. Impacts would be less than significant.

¹⁵ HistoricPlacesLA, Los Angeles Historic Resources Inventory, "Ashby Apartments: Historic Resource," <http://www.historicplacesla.org/reports/b081a779-3794-4169-b298-ac4fda789cb3>, accessed November 2015.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project would disturb archaeological resources that presently exist within the Project Site. The Project Site is located within an urbanized area that has been subject to grading and development in the past. There are no known archaeological sites or archaeological survey areas on or in the vicinity of the Project Site. Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measures:

Regulatory Compliance Measure RCM-CR-2 (Archaeological): If archaeological resources are discovered during excavation, grading, or construction activities on the Development Site, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Development Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Development Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

With regulatory compliance, any potential archeological impacts of the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the

Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Development Site has been previously graded and is currently improved with an existing commercial retail building and related surface parking. The remainder of the Project Site is developed with residential uses. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measures:

Regulatory Compliance Measure RCM-CR-3 (Paleontological): If paleontological resources are discovered during excavation, grading, or construction of the Development Site, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Development Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

With regulatory compliance, any potential archeological impacts of the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to

environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related significant adverse effect could occur if grading or excavation activities associated with the proposed Project would disturb previously interred human remains. As discussed above, the Project Site is located within an urbanized area and has been subject to grading and development. No known burial sites have been identified on the Development Project and no construction is proposed or contemplated for the remaining properties within the Project Site. Furthermore, the Development Project Applicant shall adhere to Regulatory Compliance Measures required by law, including the following:

Regulatory Compliance Measure RCM-CR-4 (Human Remains): If human remains are encountered unexpectedly during construction demolition and/or grading activities at the Development Site, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

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

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendation, the owner or descendant may request mediation by the NAHC.

With regulatory compliance, any potential archeological impacts of the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code § 21074?

Less than Significant Impact. Assembly Bill 52 (AB 52), signed into law in 2014, established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The City mailed notices to Native American tribes known to be affiliated with the Project area informing them of the Project. The responses received did not identify the presence of any Tribal Cultural Resources on the site. No further consultation was warranted. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.6 GEOLOGY AND SOILS

Impact Analysis

Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- a. 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the City's General Plan, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.¹⁶ Additionally, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, nor do any known active faults cross the Project Site. The potential risk for surface fault rupture through the Project Site is considered low. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- b. Strong seismic ground shaking?*

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California.

As previously discussed, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting. The nearest potentially active faults are the Santa Monica-Hollywood Fault and the Puente Hills Blind Thrust Fault, both within 5 kilometers of the Project Site. The Development Project would conform to all applicable provisions of the California Building Code seismic standards with respect to new construction, as approved by the Department of Building and Safety. Adherence to current building codes and engineering practices would ensure that the Development Project would not expose people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with locations in the Southern California region. As such, impacts would be less than significant.

¹⁶ City of Los Angeles General Plan, "Safety Element" (1990).

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. Future development that might occur within the remainder of the Project Site would be subject to the same building codes and engineering practices. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

c. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact could occur if a project site is located within a liquefaction zone. As stated in the City's General Plan, Safety Element, and as noted in the City's parcel information report, the Project Site is not located within an area identified as having a potential for liquefaction. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Landslides?

No Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related, significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The Project Site is located on relatively level terrain. According to the CDMG Seismic Hazard Zones Map of the Hollywood Quadrangle¹⁷ and the City of Los Angeles Safety Element,¹⁸ the Project Site is not located in a designated earthquake-induced landslide hazard zone. Therefore, the probability of landslides is considered to be very low. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

17 California Department of Conservation, Division of Mines and Geology, "Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California" (1998).

18 City of Los Angeles General Plan, "Safety Element" (1990).

e. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have significant sedimentation or erosion impacts if it would (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site.

Although development of the Development Site has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Development Project is extremely low due to the predominantly level topography of the site; furthermore, the Development Site would be almost entirely built upon, with little or no soil exposed.

All grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), and would be required to comply with the standards designed to limit potential erosion impacts. All on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills.

Moreover, there is no construction proposed or contemplated on the remaining properties within the Project Site and any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. Future development that might occur within the remainder of the Project Site would be subject to the same building codes and engineering practices.

For all these reasons, Project impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

As previously discussed, the Project Site is not located within a liquefaction zone and the potential for seismically induced settlement at the Project Site is considered small. The design and construction of the Development Project would be to the satisfaction of the LADBS to ensure favorable conditions for the permanent retaining structure. Additionally, construction of the Development Project would comply with the City of Los Angeles Uniform Building Code (Building Code) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Code requirements to prevent soil erosion and liquefaction would be implemented.

Moreover, there is no construction proposed or contemplated on the remaining properties within the Project Site. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. Future development that might occur within the remainder of the Project Site would be subject to the same building codes and engineering practices.

For all these reasons, Project Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell

considerably when wetted and that shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The Development Site is currently improved with a commercial building and a related surface parking lot. A Geotechnical Investigation conducted for the Development Site, and included in **Appendix C**, indicates that soils on the Development Site possess medium expansive characteristics. Construction of the Development Project would be required to comply with the City of Los Angeles Uniform Building Code, Los Angeles Municipal Code and other applicable building codes which includes building foundation requirements appropriate to site-specific conditions. Moreover, there is no construction proposed or contemplated on the remaining properties within the Project Site. For all these reasons, Project impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

h. 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 in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. The Development Project's wastewater demand would be accommodated via connections to this existing wastewater infrastructure. No septic tanks or alternative disposal systems would be utilized. Moreover, there is no construction proposed or contemplated on the remaining properties within the Project Site. For all these reasons, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

Impact Analysis

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

Less than Significant Impact. A significant impact could occur if a project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although scientists disagree as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that a direct link exists between increased emission of GHGs and long-term global temperature.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the California Air Resources Board (CARB), the State agency charged with regulating Statewide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by CARB in coordination with the Cap-and-Trade program, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. As required by AB 32, CARB must update its Scoping Plan every 5 years to ensure that California remains on the path toward a low-carbon future.

CARB updated the Scoping Plan in May 2014 through a *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document* (FED or 2014 "Scoping Plan"). CARB's updated projected "business as usual" (BAU) emissions in the 2014 Scoping Plan are based on current economic forecasts (i.e., as

influenced by the economic downturn) and certain GHG reduction measures already in place. The BAU projection for 2020 GHG emissions in California was originally estimated to be 596 MMTCO₂e. The updated calculation of the 2014 Scoping Plan's estimates for projected emissions in 2020 totals 509 MMTCO₂e. Considering the updated BAU estimate of 509 MMTCO₂e by 2020, CARB estimates that the State would have to reduce GHG emissions by 21.6-percent from BAU without Pavley regulations, which reduce GHG emissions in new passenger vehicles and the 33 percent renewable portfolio standard (RPS); or 15.7 percent from the adjusted baseline (i.e., with Pavley regulations and 33 percent RPS) to return to 1990 emission levels (i.e., 427 MMTCO₂e) by 2020, instead of the 28.35 percent BAU reduction previously reported under the Scoping Plan.¹⁹

The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

There are no federal, State, or local adopted thresholds of significance for addressing a residential project's GHG emissions. Furthermore, neither the SCAQMD nor the CEQA Guidelines Amendments adopted by the Natural Resources Agency on December 30, 2009, provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of GHG emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines. As required in Section 15604.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of GHG emissions resulting from the Project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the Project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the Project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In addition, as a central component of the CEQA Guidelines, substantial evidence supports that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of GHG emissions, including AB 32 and the corresponding Scoping Plan. The City adopted the LA Green Plan to provide a Citywide plan for achieving the City's GHG emissions targets, for both the existing and future generations of GHG emissions. To further implement the LA Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple

19 CARB, *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document* (FED) (May 2014), Attachment D, p. 11.

ordinances and updates to establish the current Los Angeles Green Building Code as it applies to new development projects. With respect to new development, the City adopted the LA Green Building Code (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in some cases outlines stricter GHG reduction measures available to development projects in the City of Los Angeles. Among the many GHG reduction measures outlined later in this section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation; to meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008; and to meet 50 percent construction waste recycling levels. The Scoping Plan encourages communities to adopt building codes that go beyond the State code. Accordingly, as the LA Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate that it complies with the LA Green Building Code is considered consistent with Statewide GHG reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered project generated. As explained by the California Air Pollution Control Officer's Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from the manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (CEQA Guidelines, Section 15145). Therefore, the construction analysis does not consider such GHG emissions.

All GHG emissions are reported on an annual basis. Emissions of GHGs were calculated using CalEEMod for each year of construction of the Development Project. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Development Project in order to calculate a potential net change in emissions. The results of this analysis are presented in **Table 4.7-1, Proposed Development Project Construction-Related Greenhouse Gas Emissions**. As shown in **Table 4.7-1**, the greatest annual increase in GHG emissions from construction activities would be 1,139.4 metric tons in 2017.

Table 4.7-1
Proposed Development Project Construction-Related Greenhouse Gas Emissions

| Year | CO₂e Emissions (Metric Tons per Year)^a |
|---|---|
| 2016 | 867.2 |
| 2017 | 1,139.4 |
| 2018 | 20.8 |
| Total Construction GHG Emissions | 2,027.4 |
| Annualized over Project's Lifetime | 67.6 |

^a Construction CO₂ values were derived using CalEEMod Version 2013.2.2.

Note: Calculation data and results are provided in **Appendix B** of this Initial Study.

For comparative purposes, SCAQMD recommends that construction-related GHG emissions be amortized over the assumed operational lifetime of a project, which is recommended by SCAQMD as 30-years.

*N₂O emissions account for 0.05 MTCO₂e/year.

Operation

The GHG emissions resulting from the operation of the Development Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and the generation of solid waste and wastewater, were calculated assuming code compliance with the LA Green Building Code. Emissions of operational GHGs are shown in **Table 4.7-2, Proposed Development Project Operational Greenhouse Gas Emissions**. As shown, the increase in GHG emissions generated by the Development Project with GHG reduction measures would be 8,361.1 MTCO₂e per year. The net increase in GHG emissions generated by the Development Project without GHG reduction measures would be 1,661.4 MTCO₂e. This represents an approximately 16.6 percent reduction in GHG emissions as a result of the implementation of the LA Green Building Code and proximity to transit. The Development Project is required to comply with the LA Green Building Code.

As shown in **Table 4.7-2**, the Development Project's reduction in GHG emissions is consistent with Statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The Development Project's proximity to transit (located approximately 0.40 miles south from the multi-modal transit hub located at Wilshire Boulevard and S. Western Avenue) and design features would serve to reduce the Development Project's GHG emissions by up to 16.6 percent. Based on these factors, the Development Project would be consistent with the intent of both AB 32 and SB 375, as previously discussed, with respect to reducing mobile source emissions associated with the Development Project's trip generation. Therefore, the Development Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions. Impacts would be less than significant.

Table 4.7-2
Proposed Development Project Operational Greenhouse Gas Emissions

| GHG Emissions Source | Emissions (MTCO ₂ e/year) |
|-------------------------------|---|
| Construction (amortized) | 67.6 |
| Operational (mobile) sources* | 5,334.5 |
| Area sources | 6.4 |
| Energy | 2,594.6 |
| Waste | 84.4 |
| Water | 273.6 |
| Annual Total | 8,361.1 |

Source: CalEEMod.

Notes: Emissions calculations are provided in **Appendix B**

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The emissions of the Development Project represent the net difference between the existing greenhouse generated uses that would be removed and the Development Project greenhouse gas emissions.

MTCO₂e = metric tons of carbon dioxide emissions.

* N₂O emissions account for 0.06 MTCO₂e/year.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The goal of AB 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. As previously noted, in 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. In addition, Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050.

As described previously, through required implementation of the LA Green Building Code, the Development Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs. The Development Project's generation of GHG emissions would not make a cumulatively considerable contribution to or conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gasses. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following section incorporates by reference information from the *Phase 1 Environmental Site Assessment*, dated May 15, 2015 and prepared by WEECO. The Environmental Site Assessment is included as **Appendix D** of this Initial Study.

Impact Analysis

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard.

The types and amounts of hazardous materials that would be used in connection with the Development Project would include typical household products either used by the residents or sold at the grocery store (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). The routine use and disposal of normal household products is not considered to create a significant hazard to the public or the environment.

Construction of the Development Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. However, all potentially hazardous materials would be used and stored in accordance with applicable Federal, State, and Local regulations. As such, the Development Project would not create a significant hazard to the public or the environment. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if (a) A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) A project involved the creation of any health hazard or potential health hazard. A common list of potentially hazardous materials that may be found at the Project Site could consist of, but are not limited to, the following:

Household Products

By far the most common hazardous materials are those found or used in the home for such activities as cleaning, painting, and pest control. However, it is expected that household products would be used and stored in accordance with applicable federal, State, and local regulations. Impacts would be less than significant.

Asbestos-Containing Materials

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically sharp structures can puncture the tiny air sacs in the lungs, resulting in long-term health problems. The Department of Toxic Substance Control (DTSC) classifies asbestos waste as potentially hazardous if it is greater than 1 percent and easily crumbled (friable). Based on the age of the on-site building, the potential for asbestos-containing building materials at the Development Site is possible. As a result, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measure:

Regulatory Compliance Measure RCM-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials):

Asbestos: Prior to the issuance of any permit for the demolition or alteration of the existing structure(s) on the Development Site, the Development Project Applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no asbestos-containing materials (ACMs) are present in the building. If ACMs are found to be present, they will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when and if such individual projects are proposed. The proposed amendment would not result in significant impacts.

Lead-Based Paint

While lead-based paint was taken off the market, it is estimated that 80 percent of existing buildings built prior to 1978 contain lead paint. Based on the age of the existing on-site building, there is a potential for lead-based paint at the Project Site. However, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measure:

Regulatory Compliance Measure RCM-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials): Prior to issuance of any permit for the demolition or alteration of the existing structure(s) on the Development Site, a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Polychlorinated Biphenyls

Polychlorinated Biphenyls (PCBs) are man-made organic chemicals that were formerly manufactured for use in various industrial and commercial applications as a result of their nonflammability, chemical stability, high boiling point, and electrical insulating properties. While the manufacture of PCBs was banned in 1979, these hazardous materials may be found in products associated with transformers, electrical equipment, motor oil, hydraulic systems, cable and thermal insulation, adhesives and tapes, oil-based paint, caulking, plastics, and floor finish.²⁰ Based on the age of the existing on-site building, there is potential for the presence of PCBs on the Development Site. However, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measure:

Regulatory Compliance Measure RCM-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials): (Polychlorinated Biphenyl—Commercial and Industrial Buildings) Prior to issuance of a demolition permit for the Development Site, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the Development Site to identify and assist with compliance with applicable State and federal rules and regulations governing PCB removal and disposal.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Methane Gas

The Project Site is located within a Methane Buffer Zone.²¹ As a result, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measure:

Regulatory Compliance Measure RCM-HAZ-2: Explosion/Release (Methane Zone): As the Project Site is within a methane zone, prior to the issuance of a building permit for the Development Project, the Development Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Development Project

20 US Environmental Protection Agency (USEPA), "Polychlorinated Biphenyls," <http://www.epa.gov/wastes/hazard/tsd/pcbs/about.htm> (accessed January 2015).

21 City of Los Angeles Department of Planning, *Zone Information and Map Access System (ZIMAS)*, <http://zimas.lacity.org/>, accessed November 2015.

Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Development Project Applicant shall implement the engineer's design recommendations subject to Division of Oil, Gas & Geothermal Resources (DOGGR), City of Los Angeles Department of Building Safety (LADBS) and the Los Angeles Fire Department (LAFD) plan review and approval.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Radon

According to the Radon Potential Zone Map for Southern Los Angeles County, California,²² the Project Site is not located within a radon zone. No further investigations related to potential exposure to radon gas would be required. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;

22 California Geologic Survey, *Radon Potential Zone Map for Southern Los Angeles County, California*, map, prepared by Ron Churchill (January 2005), http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/sr182map.pdf.

(d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The closest schools to the Project Site are the St. James Episcopal School, located at 625 St. Andrews Place, and the UCLA Community School, located at 700 S. Mariposa Avenue. The two schools are located approximately 0.35 miles northwest and 0.50 miles east of the Project Site, respectively. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Development Site, and use of these substances would comply with State health codes and regulations. Therefore, the Development Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The Development Site is currently developed with a retail building and related surface parking and the remaining properties on the Project Site are developed with residential uses. No aboveground storage tanks (ASTs) have been identified at the Development Site, nor was there any indication of an underground storage tank (USTs) on the Development Site.²³ There are 12 leaking underground storage tanks (LUSTs) within one-half mile of the Project Site, eight of which have been remediated and closed as of 2013; the other 4 are all still open and currently under remediation with the State Water Resources Control Board (SWRCB). Additionally, there are 9 aboveground storage tank (ASTs)

²³ Western Environmental Engineers Company, *Phase I Environmental Site Assessment* (May 15, 2015).

within one-half mile of the Project Site that are permitted by the City of Los Angeles.²⁴ Based on the distance or proximity to the Project Site and the status of the cases, these properties are not considered to pose a significant hazard to the Project Site. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. None of the USTs and ASTs that have been identified are located within the Project Site. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The closest public airports to the Project Site are the Bob Hope Airport, Santa Monica Airport and the Los Angeles International Airport (LAX). However, none of these airports are located within two miles of the Project Site. Due to its distance from these airports, the Project Site is not located in a designated Airport Hazard Area. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project is not within the vicinity of a private airstrip and not within an area that would expose residents and workers to a safety hazard. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

24 State Water Resources Control Board, *GeoTracker*, <http://geotracker.waterboards.ca.gov/>, accessed November 2015.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new (or interfere with an existing) emergency response or evacuation plan, and the severity of the consequences.

The Project Site is located between the intersections of W. 8th Street at S. Oxford Avenue, W. 8th Street at S. Serrano Avenue, W. 7th Street at S. Oxford Avenue, and W. 7th Street at S. Serrano Avenue, neither of which is a selected disaster route as identified by the City's General Plan.²⁵ However, the Project Site is located approximately 375 feet to the east of S. Western Avenue, which is a selected disaster route. While it is expected that the majority of construction activities for the Development Project would be confined to the Development Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which may result in temporary street closures. Street closures could have the potential to interfere with established emergency response or evacuation plans. However, any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).²⁶ No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

²⁵ *City of Los Angeles General Plan "Safety Element,"* Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles.

²⁶ City of Los Angeles Department of City Planning, ZIMAS, "Parcel Profile Reports," <http://www.zimas.lacity.org>, accessed November 2015.

4.9 HYDROLOGY AND WATER QUALITY

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the Project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction Impacts

The three general sources of potential short-term, construction-related stormwater pollution associated with the Development Project are (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities, which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, the Development Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Development Site would continue to be collected on the Development Site and directed toward existing storm drains in the Development Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Additionally, any pollutants from the parking areas on the Development Site would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The Development Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period, which would reduce the Development Project's

impact to the stormwater infrastructure. The Development Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measures:

Regulatory Compliance Measure RCM-WQ-1 (National Pollutant Discharge Elimination System General Permit): Prior to issuance of a grading permit for the Development Project, the Development Project Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Development Project Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Regulatory Compliance Measure RCM-WQ-3 (Low Impact Development Plan): Prior to issuance of grading permits for the Development Project, the Development Project Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Regulatory Compliance Measure RCM-WQ-4 (Development Best Management Practices): The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided for the Development Project.

With regulatory compliance, any potential water quality impacts from the Development Project during construction would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

Operation Impacts

Similar to the existing uses on the Development Site, the Development Project would continue to generate surface water runoff. The Development Site is completely covered with impervious surfaces. As such, 100 percent of the surface water runoff from the Development Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the site. Potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. As noted, the Development Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Development Site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of BMPs. The Development Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Development Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment

cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

The Development Site is fully developed. Surface water runoff from the Development Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Development Site. The Development Project would contain similar impervious areas compared to existing conditions. As such, surface water runoff from the Development Site would continue to be directed to adjacent storm drains and would not percolate into the groundwater table beneath the Development Site. Impacts of surface water runoff would be less than significant.

The temporary construction of the Development Project has the potential to remove impervious surfaces, exposing permeable soil and having the potential to interfere with groundwater supplies. Implementation of appropriate BMPs is anticipated to reduce these impacts to a level of less than significant.

Furthermore, the Development Project involves grading and excavation for the 3-level subterranean parking garage. These activities may result in the potential for required dewatering on the Development Site. The final grade of the subterranean parking garage would extend to approximately 32 feet below the existing grade. According to the Geotechnical Investigation, groundwater was encountered at the Development Site at a depth of 50 feet.²⁷ As historic groundwater depths are assumed to 20 feet below

²⁷ Feffer Geological Consulting, *Geotechnical Investigation* (September 30, 2015).

the ground surface, excavation of the subterranean parking garage would have potential to impact the groundwater table. However, the Development Project would be required to comply with SWRCB Order No. R4-2008-0032 and NPDES Permit No. CAG994004 for discharges of groundwater and dewatering operations from construction activities. Adherence to these requirements would reduce any potential impacts to the existing groundwater table from the Development Project to a level of less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

- 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, in a manner which would result in substantial erosion or siltation on- or off-site?***

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. The Project Site is fully developed with impervious surface. Implementation of the Project would not increase site runoff or result in changes to the local drainage patterns. Implementation of a SWPPP for the Development Project would reduce the amount of surface water runoff after storm events because the Development Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing three-quarters of an inch of rainfall in a 24-hour period. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to

environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

d. 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 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Development Site is fully developed with impervious surface. Implementation of the Development Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Development Site were to

increase to a level that exceeds the capacity of the storm drain system serving the Development Site. A Project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system.

As noted, the Development Site is currently completely developed with impervious surface, and all surface runoff is directed off site to the storm drain system. The Development Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Development Site currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Development Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite no increased imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Development Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. The Development Project would not create or contribute runoff water that 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.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project otherwise substantially degrade water quality?

Less than Significant Impact. A significant impact could occur if the Project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Construction of the Development Project, such as grading and excavation activities, could potentially degrade water quality through erosion and subsequent sedimentation. However, the implementation of BMPs and compliance

with all Federal, State, and Local regulations governing stormwater discharge would reduce the impacts of the Development Project on surrounding water quality. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact could occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Safety Element of the City's General Plan, the Project Site is not located within a designated flood zone.²⁸ Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

h. Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. A significant impact could occur if a Project was located within a 100-year flood zone and would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project. Therefore, the Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

²⁸ City of Los Angeles General Plan, "Safety Element," Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, (1996).

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact could occur if the Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. According to the Safety Element of the City General Plan, the Project Site is not located within a potential inundation area. As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

j. Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact would occur if the Project Site were sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (e.g., seiche and tsunami), or if the Project Site were located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Development Site is relatively flat and is surrounded by urban development. Therefore, there are no sources of mudflow within the vicinity of the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.10 LAND USE AND PLANNING

Impact Analysis

a. Would the project physically divide an established community?

No Impact. A significant impact could occur if a project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to *the L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case- by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed Project.

The Development Site is located in the Wilshire Community Plan Area of the City of Los Angeles. The neighborhood is urbanized and contains uses similar to the proposed use of the Development Site. No alteration of street pattern is proposed and no separation of uses or disruption of access between land use types would occur as a result of the Development Project. Therefore, the Development Project would not significantly disrupt or divide the physical arrangement of the established community. No impacts would occur.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

- b. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

Less than Significant Impact. A significant impact could occur if a project is inconsistent with the *General Plan* or zoning designations currently applicable to a project site, and would cause adverse environmental effects, which the General Plan and Zoning Ordinance are designed to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use plans and the municipal zoning code.

SCAG Regional Comprehensive Plan. The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The guiding principles of the RCP are: (1) Improve mobility for all residents; (2) Foster livability in all communities; (3) Enable prosperity for all people; and (4) Promote sustainability for future generations.

The Development Project would be consistent with policies set forth in the RCP because it would develop an underdeveloped site within an existing urban setting. Relevant land use goals of the RCP include focusing growth along transportation corridors; targeting growth within walking distance of transit; and injecting new life into under-used areas. The Development Project would further these strategies by redeveloping an underutilized commercial property with a denser mixed-use development that is within walking distance of a transit hub. Impacts would be less than significant. Likewise, the proposed General Plan Amendment would be consistent with the policies of the RCP because it would update the Community Plan Land Use Map to be consistent with other components of the General Plan that are intended to support policies intended to focus growth around transit corridors and inject vitality into urban centers.

City of Los Angeles General Plan. The land use component of the City of Los Angeles General Plan is set forth in the General Plan Framework (GPF) and in Community Plans. The GPF sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. GPF land use policies are further guided at the community level through community plans and specific plans. The GPF Land Use chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The Project Site is within a district designated as a Regional

Center as shown in Figure 3-1 of the GPF, which defines Regional Center as a “focal point of regional commerce, identity and activity and containing a diversity of uses.” The GPF states that Regional Centers will have a range of FARs from 1.5:1 to 6.0:1 and are characterized by 6- to 20-story buildings.²⁹ The GPF also designates W. 8th Street as a Mixed Use Boulevard. The policy guidance in the GPF is that Mixed Use Boulevards should feature mixed-use development on a scale compatible with the surrounding area, generally within a range of FARs from 1.5:1 up to 4.0:1. The Development Project would conform to these designations.

The Project Site is within the Wilshire Community Plan area. In conformity with the land use concepts in the GPF, the text of the Wilshire Community Plan defines the Wilshire Center Regional Commercial Center as extending as far south as 8th Street, thereby including the Project Site within it. However, the Community Plan Land Use Map shows the Project Site designated as High Medium Residential and Neighborhood Commercial. As proposed, the Development Project would conflict with the Neighborhood Commercial designation on the plan map though not with the textual definition of the Wilshire Center Regional Commercial Center. Also, some of the parcels in the northwestern portion of the Project Site are currently zoned R3 though the High Medium land use designation indicates that the only corresponding zone is R4. The Project includes an amendment to the Wilshire Community Plan Land Use Map to extend the Regional Commercial designation currently shown between W. 6th Street and W. 7th Street south to W. 8th Street for the parcels between S. Oxford Avenue and S. Serrano Avenue. This amendment would resolve the conflict between the Community Plan text definition of the Wilshire Center Regional Commercial Center and the map designation, and bring the currently zoned R3 parcels into conformance with the Community Plan as R3 is included as a corresponding zone under the Regional Commercial land use designation. This change would not have a significant adverse effect because it would harmonize the map with the Community Plan text and GPF.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation that, if enacted, would allow for additional uses and could increase the development potential of the parcels within the Project Site immediately north of the Development Site. Specifically, the Regional Commercial land use designation corresponds with commercial zones and with the R5 Zone, that allow denser development than the existing zoning. The R4 Zone allows multi-family residential development to a density of 400 square feet of lot area per dwelling unit; the R5 Zone allows a density of 200 square feet of lot area per dwelling unit. As a result, the proposed amendment could enable a greater intensity of development if the parcels north of the Development Site were rezoned to R5 or to CR, C1.5, C2, or C4, and developed at the R5 zoning (LAMC 12.22.A.18(a)). Should these parcels undergo a zone change and be redeveloped at the R5 use and

²⁹ *City of Los Angeles General Plan, “Framework Element”* (2003), Fig. 3-1, Long Range Land Use Diagram.

density, they could be developed under similar parameters as has been proposed for the Development Site. Future development in accordance with the proposed amendment to the Wilshire Community Plan Land Use Map would also align with the text of the Wilshire Community Plan and the GPF. As such, land use impacts would be less than significant. Any future development on the balance of the Project Site would be subject to project-specific environmental review to evaluate the potential for other impacts.

Los Angeles Municipal Code. Development of the Development Site is subject to the constraints of the Los Angeles Municipal Code (LAMC), especially Chapter I, the Planning and Zoning Code. The Development Site is currently zoned C2, a Commercial zone that permits a range of retail and commercial uses as well as a range of residential uses. The proposed uses for the Development Project conform to the C2 Zone. The Development Site is also currently classified as Height District 1, which permits a maximum Floor Area Ratio (FAR) for commercial uses of 1.5:1 and for residential uses of 3.0:1. The Development Project would have an FAR of approximately 4.0:1. The Development Project Applicant has requested that the City rezone the Development Site to Height District 2, which permits an FAR of 6:1. In doing so, the Height District would more closely align with the designation of the Development Site as within a Regional Center. No significant environmental effects would occur from changing the Height District so that the Development Project could be built to a higher FAR than permitted under Height District 1 because the increase in FAR is consistent with the proposed Community Plan land use designation and with the designation of 8th Street as a Mixed-Use Boulevard with FAR up to 4.0:1.

Though the proposed General Plan Amendment would apply to the entire block, the Regional Commercial designation corresponds to a range of zoning categories including those currently applicable to the parcels within the block. As such, the Project would not conflict with existing zoning. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

No such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located within a heavily urbanized area of Los Angeles. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.11 MINERAL RESOURCES

Impact Analysis

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

No Impact. A significant impact could occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if a project would convert an existing or future regionally-important mineral extraction use to another use, or if a project would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not located within a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.³⁰ No mineral resources are known to exist beneath the Project Site. Therefore, no impacts associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are necessary.

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. As noted, the Project Site is not located within a MRZ-2 Area. The Project Site is not designated as a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

30 City of Los Angeles Department of Public Works, *Los Angeles County Bicycle Master Plan Draft PEIR* (January 2012), Fig. 3.8-2, Mineral Resources and Oil Fields in East Los Angeles County.

4.12 NOISE

Impact Analysis

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact with Mitigation Incorporated. A significant impact could occur if a project would generate excessive noise that would cause the ambient noise environment to exceed noise level standards set forth in the City of Los Angeles Noise Ordinance (Noise Ordinance) or the City of Los Angeles CEQA Thresholds Guide. The City's Noise Ordinance (Section 112.05 of the LAMC) prohibits construction equipment noise that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet. However, the Noise Ordinance also states that this limitation does not apply where compliance is technically infeasible. According to the City of Los Angeles CEQA Threshold Guide, a significant noise impact could occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at a noise-sensitive location or construction activities lasting more than 10 days in a three-month period would increase ambient noise levels by 5 dB(A) or more at a noise-sensitive location. The Threshold Guide defines sensitive uses as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks."³¹

To identify the existing ambient noise levels at nearby off-site sensitive receptors as well as the general vicinity of the Project Site, noise measurements were taken using monitoring equipment that conforms to industry standards and the requirement specified in Section 111.01(I) of the LAMC. The measured noise levels are shown in **Table 4.12-1, Existing Ambient Daytime Noise Levels in the Project Site Vicinity.**

Construction of the Development Project would require the use of heavy equipment for demolition, site clearing, grading, excavation and foundation preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities.³² Based on this data, **Table 4.12-2, Typical Outdoor Construction Noise Levels** presents composite noise levels pertaining to the type and number of construction equipment that would occur at the Project Site.

³¹ City of Los Angeles, L.A. CEQA Thresholds Guide (2006), p. I.1-3.

³² USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717 (1971).

Table 4.12-1
Existing Ambient Daytime Noise Levels in the Project Vicinity

| Site | Location | Primary Noise Source | Leq (15-minute) |
|--------|--|---|-----------------|
| Site 1 | Corner of 8th Street and Serrano Avenue | Heavy traffic along 8th Street | 73.7 |
| Site 2 | Corner of 8th Street and Oxford Avenue | Heavy traffic along 8th Street | 75.0 |
| Site 3 | Serrano Avenue, east of the Development Site | Traffic along Serrano Avenue | 64.8 |
| Site 4 | Oxford Avenue, west of the Development Site | Traffic along Oxford Avenue | 68.3 |
| Site 5 | Parking lot, north side of Development Site | Parking lot noise and pedestrian activity | 62.2 |

Measurements were taken on Thursday, September 10, 2015 from 10:52 AM through 1:05 PM.

Table 4.12-2
Typical Outdoor Construction Noise Levels

| Construction Phase | Approximate Leq dB(A) with Mufflers | | | |
|-----------------------|-------------------------------------|---------|----------|----------|
| | 25 Feet | 50 Feet | 100 Feet | 200 Feet |
| Demolition | 92 | 86 | 80 | 74 |
| Site Preparation | 88 | 82 | 76 | 70 |
| Grading | 93 | 87 | 81 | 75 |
| Building Construction | 94 | 88 | 82 | 76 |
| Architectural Coating | 88 | 82 | 76 | 70 |

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0 (August 2006).

The nearest sensitive receptors are the multifamily residential units within the Project Site adjacent to the north side of the Development Site. Given the measured ambient noise levels along the northern edge of the Development Site, construction noise would exceed ambient exterior noise levels at the nearest identified off-site sensitive receptors by more than 5 dB(A) during construction. As such, a substantial temporary increase in ambient noise levels would occur at the identified off-site sensitive receptors. Impacts would be potentially significant. As such, mitigation identified below shall be incorporated into the Development Project to reduce noise levels to the extent feasible.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation that, if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for

those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: The incorporation of the following mitigation measures into the Development Project would reduce construction noise impacts to a less than significant level.

XII-20 Increased Noise Levels (Demolition, Grading and Construction Activities)

- The Development Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Development Project shall limit construction and demolition to the hours of 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Construction shall not be permitted on Sundays.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- The project contractor shall use power construction equipment with State of the Art noise shielding and muffling devices.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant with Project Mitigation. Vibration is sound radiated through the ground. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities for the Development Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground but diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Development Project could have an adverse impact on both sensitive structures (e.g., building damage) and populations (e.g., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. The City of Los Angeles and the County of Los Angeles do not have a significant threshold to assess vibration impacts during construction. Therefore, the vibration standards that have been adopted by the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) are used to evaluate potential vibration impacts related to project construction. Based on the FTA and Caltrans criteria,

construction impacts relative to groundborne vibration would be considered significant if the following were to occur:³³

- Development Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second (ips) at any building that is constructed with reinforced concrete, steel, or timber.
- Development Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 ips at any engineered concrete and masonry buildings.
- Development Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.
- Development Project construction activities would cause a PPV groundborne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage.

Table 4.12-3, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Development Site during construction. Although the multifamily residences to the west and east of the Development Site are located within 25 feet of the Development Site (approximately 15 feet from excavator activities), vibration levels could reach 0.086 ips at these residences. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. Therefore, vibration levels at the nearby buildings would not exceed the building damage threshold from vibration. As maximum off-site vibration levels would not exceed 0.12 PPV, there would be no potential for Development Project construction to result in vibration levels exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Development Project-generated vibration would be less than significant.

The FTA guidance manual also provides vibration criteria for human annoyance based on the frequency of vibration events and sensitivity of land uses. For residential buildings subject to infrequent vibration events (construction), the criterion is 80 VdB. The multifamily residential use located adjacent to the Development Site could be exposed to increased vibration levels during construction. The activity of loaded trucks at the northern property edge could expose the adjacent property to vibration that would slightly exceed the threshold. As such, impacts from the Development Project could be potentially significant unless mitigated.

33 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (May 2006); and California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual* (June 2004).

Table 4.12-3
Vibration Source Levels for Construction Equipment

| Equipment | Approximate PPV (in/sec) | | | | | Approximate RMS (VdB) | | | | |
|------------------|--------------------------|---------|---------|---------|----------|-----------------------|---------|---------|---------|----------|
| | 25 Feet | 50 Feet | 60 Feet | 75 Feet | 100 Feet | 25 Feet | 50 Feet | 60 Feet | 75 Feet | 100 Feet |
| Caisson Drilling | 0.089 | 0.031 | 0.024 | 0.017 | 0.011 | 87 | 78 | 76 | 73 | 69 |
| Loaded Trucks | 0.076 | 0.027 | 0.020 | 0.015 | 0.010 | 86 | 77 | 75 | 72 | 68 |
| Excavator | 0.040 | 0.014 | 0.011 | 0.008 | 0.005 | 80 | 71 | 69 | 66 | 62 |
| Jackhammer | 0.035 | 0.012 | 0.009 | 0.007 | 0.004 | 79 | 70 | 68 | 65 | 61 |
| Small Bulldozer | 0.003 | 0.001 | 0.0008 | 0.0006 | 0.0004 | 58 | 49 | 47 | 44 | 40 |

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Final Report, 2006.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: Mitigation Measure XII-20, described above, would serve to reduce construction-related vibration impacts of the Development Project to a less than significant level. Specifically, restriction of the construction schedule, limitation on operating several pieces of equipment simultaneously, and placement of noise-generating equipment and staging areas away from sensitive uses would increase the distance from the noise-source and reduce the frequency of vibration events.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. A significant impact could occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The primary long-term noise source associated with the Project would be Project-related traffic. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant. As evaluated in **Section 4.16 Transportation and Traffic**, the Development Project would not result in a doubling of the existing traffic volumes. Therefore, traffic-generated noise impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Project Mitigation. The Project does not involve uses that are sources of substantial increases in periodic noise. Noise from traffic and the residential activities associated with the Project exist in the Project vicinity without the Project. As discussed above, substantial temporary increases in ambient noise levels are likely during construction.

Mitigation Measures: Mitigation measure XII-20, identified above, would reduce potential construction noise impacts to a less than significant level.

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 expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact may occur if a proposed project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or near a project site. There are no airports within a 2-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are necessary.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located in the vicinity of a private airstrip. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

4.13 POPULATION AND HOUSING

Impact Analysis

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

Less than Significant Impact. A significant impact could occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall consider the following factors:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/build out, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

SCAG Growth Projections

SCAG's *Compass Growth Vision*, adopted in 2004 and incorporated into the 2008 Regional Comprehensive Plan (RCP), encourages better relationships between housing, transportation, and employment.³⁴ The *Compass Growth Vision* is driven by four key principles: (1) Mobility—Getting where we want to go; (2) Livability—Creating positive communities; (3) Prosperity—Long-term health for the region; and (4) Sustainability—Preserving natural surroundings. Additionally, the *Compass Growth Vision* incorporates a 2 percent growth strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars;
- Designing safe, attractive transit centers and plazas that people enjoy using; and
- Creating mini communities around transit stations, with small businesses, urban housing, and restaurants all within an easy walk.

³⁴ Southern California Associations of Governments, *Compass Growth Vision* (2004).

Table 4.13-1
SCAG's 2012-2035 Regional Transportation Plan Growth Forecast for the City of Los Angeles

| Projection Year | Population | Household | Person/Household |
|-------------------------------------|----------------|----------------|------------------|
| 2020 | 3,991,700 | 1,455,700 | 2.74 |
| 2035 | 4,320,600 | 1,626,600 | 2.66 |
| Net Change from 2020 to 2035 | 328,900 | 170,900 | |
| Percent Change | 8.24% | 11.74% | |

Source: SCAG, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (adopted 2016).

With respect to regional growth, SCAG forecasts that the population in the City of Los Angeles will increase to 3.99 million persons by 2020 and 4.32 million persons by 2035. As shown in **Table 4.13-1, SCAG's 2012-2035 Regional Transportation Plan Growth Forecast for the City of Los Angeles**, the forecast from 2020 through 2035 projects growth of 328,900 additional persons, which yields a 7.17 percent growth rate, over fifteen years.

At the time of the 2010 Census, the Wilshire Community Plan area contained 278,392 residents; the City estimated a 2014 population of 290,383 residents.³⁵ Implementation of the Development Project is expected to accommodate between 367 and 734 residents.³⁶ The overall increase in housing units and population would be consistent with the SCAG forecast of 170,900 additional households and approximately 328,900 persons in the City of Los Angeles between 2020 and 2035. As such, the Development Project would not cause unexpected growth (i.e., new housing or employment generators). The Development Project would not accelerate development in an undeveloped area that exceeds projected/planned levels for the year of the Development Project occupancy and build-out that would result in an adverse physical change in the environment; nor would the Development Project introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. The Development Project would be consistent with the goals and strategies of SCAG's Regional Comprehensive Plan and the *Compass Growth Vision*.

The Development Project would provide residential units and neighborhood-serving commercial uses on a site currently developed with a commercial retail building and a surface parking lot. No displacement of existing housing would occur with the Development Project. As stated before, the proposed mixed-use residential and commercial uses are consistent with the allowable uses as permitted by the LAMC Zoning Code and General Plan Land Use Designations. The Development Project is the type of project encouraged

³⁵ Los Angeles Department of City Planning, *2014 Growth & Infrastructure Report*.

³⁶ Given that the units would all be studio or one-bedroom, only 1 or 2 residents per unit is assumed.

by SCAG and City policies to accommodate growth in urban centers located close to existing employment centers and mass transit.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones corresponding to the Regional Commercial land use designation that, if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Development Project would consist of the development of new residential and commercial land uses on a site that is currently occupied by an existing 2-story grocery and commercial retail building and related surface parking. No displacement of existing housing would occur with the Development Project. The proposed uses are consistent and allowable with respect to the zoning and General Plan land use designations.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There are no people currently residing on the Development Site and no development projects contemplated or proposed for the remainder of the Project Site. As such, a substantial number of people would not be displaced nor would replacement housing need to be constructed elsewhere. No impacts would occur.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.14 PUBLIC SERVICES

Impact Analysis

a. 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:

i. Fire Protection

Less than Significant Impact with Project Mitigation. Based on the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use, the distance is 1 mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Development Project would include a total of 367 dwelling units and approximately 52,525 square feet of ground-floor commercial space. Implementation of the Development Project is expected to accommodate between 367 and 734 residents. Therefore, the Development Project could potentially increase the demand for LAFD services. The Development Site is served by LAFD Station No. 29, located at 4029 W. Wilshire Boulevard, approximately 0.7 miles northwest of the Development Site. Based on the response distance criteria specified in LAMC Section 57.09.07A and the relatively short distance from Station No. 29 to the Development Site, fire protection response would be considered adequate. Additionally, the National Fire Protection Association (NFPA) has published target response times for fire stations of 5 minutes, 20 seconds or less.³⁷ Station 29 currently meets these response time standards.³⁸ As such, impacts would be less than significant.

³⁷ NFPA 1710: *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments* (2015).

³⁸ Los Angeles Fire Department, "Find Your Station," http://www.lafd.org/fire_stations/find_your_station.

The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gallons per minute are flowing. The overall fire flow requirement for the proposed mixed-use commercial/residential development is 4,000 gpm from four fire hydrants flowing simultaneously. The adequacy of existing water pressure and availability in the Development Project area with respect to required fire flow would be determined by LAFD during the plan check review process. As such, the Development Project would require the incorporation of mitigation described below.

Mitigation Measures: With the following mitigation measure and regulatory compliance measure RCM-WS-1, impacts from the Development Project would be reduced to a less than significant level.

XIV-10 Public Services (Fire): The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant; and entrances to any dwelling unit or guest room shall be no more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measure:

Regulatory Compliance Measure RCM-WS-1 (Fire Water Flow): The Development Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a Service Advisory Report (SAR). This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Development Project. If water main or infrastructure upgrades are required, the Applicant shall pay for such upgrades, which shall be constructed by either the Development Project Applicant or LADWP.

Impacts would be less than significant with incorporation of applicable regulatory compliance mitigation.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the

Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

ii. Police Protection.

Less than Significant Impact with Project Mitigation. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time the project is completed compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located within Reporting District 2033 of the Olympic division of the LAPD's West Bureau. The Olympic Community Police Station is located at 1130 S. Vermont, less than 1.5 miles driving distance to the south east of the Project Site.

Implementation of the Development Project would result in an increase in site visitors, residents, and employees within the Development Site, thereby generating a potential increase in the number of service calls from the Development Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. It is anticipated that any increase in demands on police services would be relatively low and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Nonetheless, to mitigate potential increases in demand on police services, the Development Project shall implement the following Mitigation Measure to enhance the safety of the Development Site. Impacts of the Development Project would be less than significant with mitigation incorporated.

Mitigation Measures: The following mitigation measure would reduce impacts to a less than significant level.

- **XIV-30 Public Services (Police):** The Development Project plans shall incorporate the *Design Guidelines* (defined in the following sentence) relative to security: semipublic and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semipublic space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot-traffic areas, and provision of security guard patrol throughout the Development Site if needed. Please refer to *Design Out Crime Guidelines: Crime Prevention Through Environmental Design*, published by the LAPD. These measures shall be approved by the Police Department prior to the issuance of building permits.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

iii. Schools.

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: Hobart Boulevard Elementary, located at 980 S. Hobart Boulevard, which serves kindergarten through 5th grade students; Berendo Middle School, located at 1157 S. Berendo Street, which serves 6th through 8th grade students; and Los Angeles Senior High School, located at 4650 W. Olympic Boulevard, which serves 9th through 12th grade students. The residential profile of the Development Project (studio and one-bedroom apartments) is not expected to generate substantial demand for LAUSD school services. In addition, the Development Project Applicant would be expected to pay applicable school fees in accordance with California Government Code Section 65995, which are deemed by Code to be full and complete mitigation of any impacts.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

iv. Parks

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.³⁹ The standard ratio of neighborhood and community parks to population is 4 acres

³⁹ *City of Los Angeles General Plan, "Service Systems Element."*

per 1,000 residents within a 1- to 2-mile radius (for neighborhood and community parks, respectively). The Project Site is located within a highly urbanized area of the Koreatown community and, as shown in **Table 4.14-2, Recreation and Park Facilities within the Project Area**, has access to 18 parkland and public recreation facilities within a 2-mile radius. It is estimated that the construction of the Development Project would result in a maximum increase of 734 new residents to the Wilshire Community Plan area.

The projected resident population of the Development Project represents a relatively small change in the population of the local community and as such would not have a substantial impact on demand for other public facilities. However, based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Development Project would generate a need for approximately 3 acres of public parkland. This demand would be met through a combination of (1) on-site open space proposed within the Development Project; (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1); and (3) the availability of existing park and recreation facilities within the area.

Based on the number of units and tentative mix of unit types in the Development Project, approximately 36,700 square feet of open space would be required for the Development Site. A total of 40,224 square feet of open space would be provided on the Development Site.

Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measures:

Regulatory Compliance Measure RC-PS-2 (Increased Demand for Parks or Recreational Facilities): Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the Development Project Applicant shall pay the applicable Quimby fees for the construction of dwelling units.

With regulatory compliance, impacts of the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

**Table 4.14-2
Recreation and Park Facilities within the Project Area**

| Park Name | Park Amenities | Distance to Project Site (miles) |
|--|--|---|
| 1. Seoul International Park | Children's play area, picnic tables, auditorium, baseball diamond, indoor gym, jogging path | 0.39 |
| 2. Ardmore Recreation Center | Auditorium, baseball diamond, children's play area, picnic tables, indoor gym | 0.39 |
| 3. Normandie Recreation Center | Auditorium, baseball diamond, basketball courts, basketball courts, children's play area | 1.01 |
| 4. Lanark Recreation Center | Auditorium, baseball diamonds, basketball courts, children's play area, football field, indoor gym, picnic tables, seasonal pool, soccer field, tennis courts, volleyball courts | 1.01 |
| 5. Harold A. Henry Park | Children's play area, picnic tables | 1.09 |
| 6. Shatto Recreation Center | Auditorium, baseball diamond, basketball courts, children's play area, tennis courts, volleyball courts | 1.22 |
| 7. Burns Park | Children's play area, picnic tables | 1.35 |
| 8. Lafayette Park | Auditorium, basketball courts, children's play area, picnic tables, soccer field, tennis courts | 1.42 |
| 9. Queen Anne Recreation Center | Auditorium, barbecue pits, baseball diamond, basketball courts, children's play area, picnic tables, restrooms, tennis courts | 1.55 |
| 10. Alvarado Terrace Park | Children's play area, gazebo | 1.7 |
| 11. Benny H. Potter West Adams Avenues Memorial Park | Barbecue pits, basketball courts, children's play area, picnic tables | 1.74 |
| 12. Pico Union Park | Children's play area, picnic tables | 1.76 |
| 13. MacArthur Park | Auditorium, children's play area, picnic tables | 1.77 |
| 14. Hope and Peace Park | Basketball hoop, benches | 1.79 |
| 15. Madison West Park | Children's play area, picnic tables | 1.83 |
| 16. La High Memorial Park | Children's play area | 1.87 |
| 17. Loren Miller Recreation Center | Basketball courts, children's play area, picnic tables, tennis courts | 1.93 |
| 18. Lemon Grove Recreation Center | Auditorium, baseball diamond, basketball courts, children's play area, picnic tables. | 1.96 |

Source: City of Los Angeles Department of Recreation of Parks, Location Map, <http://raponline.lacity.org/maplocator>, December 2015.

v. Other public services

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to existing library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, 7 regional branch libraries, 56 community branches, and 2 bookmobile units consisting of a total of 5 individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The Project Site is currently served by the Koreatown Branch Library, located at 694 S. Oxford Avenue, approximately 0.2 miles north of the Project Site. The projected resident population for the Development Project represents a relatively small change in the population of the local community; as such, the Development Project is not expected to require new or physically altered libraries. Therefore, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.15 RECREATION

Impact Analysis

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

Less than Significant Impact. A significant impact could occur if a project includes substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for recreation and park services anticipated at the time of Project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the Project's proportional contribution to the demand; and (c) whether the Project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Development Project includes on-site recreational amenities intended to serve some of the needs of the residents. Notwithstanding the availability of on-site recreational amenities, it may be assumed that the future occupants of the Development Project would utilize recreation and park facilities in the surrounding area. As noted in **Table 4.14-2, Recreation and Park Facilities within the Project Area**, 18 existing parks and recreation centers are located within 2 miles of the Project Site and are available to serve the future residents of the Development Site. With the availability of on-site recreation facilities, the Development Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of such facilities would result. In addition, as stated previously, the Development Project Applicant shall adhere to **Regulatory Compliance Measure RC-PS-1** which regulates the payment of Quimby fees for park purposes. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to

environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As stated previously, 18 existing parks are located within 2 miles of the Project Site and are available to serve the future residents of the Development Site. Additionally, as discussed in Section 4.14, iv, the Development Project includes recreational amenities for the residents that are part of the internal program of the building; these amenities would not have any physical effects on the environment beyond that described elsewhere in this document. As such, the Development Project does not require the construction or expansion of park facilities. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.16 TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference information from the *3525 W. 8th Street Mixed-Use Project Traffic Impact Analysis*, dated December 4, 2015 (Traffic Study) and prepared by Linscott, Law & Greenspan, Engineers for the Development Project. The Traffic Study is included as **Appendix E** of this Initial Study.

- a. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

Less than Significant Impact. A significant impact could occur if the Development Project were to result in substantial increases in traffic volumes in the vicinity of the Development Project such that the existing street capacity experiences a decrease in the existing volume-to-capacity (V/C) ratios or experiences increased traffic congestion exceeding LADOT's recommended level of service.

Operational Traffic

Seventeen study intersections were identified, in coordination with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in the Traffic Study and correspond to locations where potential traffic impacts from the Development Project are most likely to occur. The intersections identified for analysis are as follows:

- | | |
|--|---|
| 1. Wilton Place and Wilshire Boulevard | 10. Western Avenue and Pico Boulevard |
| 2. Wilton Place and 8th Street | 11. Oxford Avenue and Wilshire Boulevard |
| 3. Wilton Place—Arlington Avenue and Olympic Boulevard | 12. Oxford Avenue and 8th Street |
| 4. Western Avenue and 6th Street | 13. Serrano Avenue and Wilshire Boulevard |
| 5. Western Avenue and Wilshire Boulevard | 14. Hobart Boulevard and 8th Street |
| 6. Western Avenue and 7th Street | 15. Normandie Avenue and Wilshire Boulevard |
| 7. Western Avenue and 8th Street | 16. Irolo Street and 8th Street |
| 8. Western Avenue and 9th Street | 17. Normandie Avenue and Olympic Boulevard |
| 9. Western Avenue and Olympic Boulevard | |

Estimated Trip Generation

Trip generation estimates for the Development Project were reviewed and approved by LADOT and were calculated using trip generation rates contained in *Trip Generation, 9th Edition*. **Table 4.16-1, Trip Generation Estimates**, summarizes the trip generation estimates for the daily AM peak-hour and PM peak-hour periods, respectively. In addition to calculating the trip rates for the specific components of the proposed Development Project, credits and offsets were calculated. The existing uses on the Development Site would be removed, thus future traffic conditions surrounding the Development Site would not include trips associated with the existing uses of the Development Site. The Trip Generation manual also assumes separate, distinct land uses. However, there will be some internal activity by on-site residents utilizing on-site retail without generating off-site traffic. In addition, due to its proximity to transit, some of the trips assumed in the Trip Generation manual would occur by transit rather than private vehicle. Finally, there would be some trips to the Development Site that would be drawn from existing traffic passing the site and thus would not be considered new trips. Based on these factors, the trip calculation was adjusted accordingly.

As shown in **Table 4.16-1**, the Development Project would generate 1,214 weekday trips, including 129 morning peak-hour trips and 108 afternoon peak-hour trips; and a net traffic increase of 618 weekday trips, including 109 morning peak-hour trips and 51 afternoon peak-hour trips.

Project Impacts

Existing with Development Project Impacts

Development Project traffic was added to existing traffic conditions and the potential for impacts evaluated. **Table 4.16-2, Existing with Development Project Conditions—Intersection Level of Service AM/PM Peak Hours**, summarizes the level of service for the existing with Development Project conditions at the analyzed intersections for the AM and PM peak hours, respectively. Based on the City's guidelines, an impact could be significant if one of the following scenarios would occur: at an intersection with Level of Service C if the volume-to-capacity (V/C) ratio increased by .04 or greater; at an intersection with Level of Service D if the volume-to-capacity (V/C) ratio increased by .02 or greater; or at an intersection with Level of Service E or F if the volume-to-capacity (V/C) ratio increased by .01 or greater. The analysis summarized in **Table-4.16-2** indicates that for the AM/PM peak hour, the addition of Development Project traffic would not cause an increase in V/C ratios above the threshold just described. Therefore, it is concluded that the Development Project would not cause any significant traffic impacts compared to existing conditions in either the AM or PM peak hours.

Future with Development Project Impacts

Table 4.16-3, Future without and with Development Project Conditions—Intersection Level of Service AM/PM Peak Hours, summarizes the results of the future with Development Project conditions intersections analysis during the weekday morning and afternoon peak hours.

The future with Development Project conditions were compared to the future without Development Project conditions to assess the impacts of the Development Project as compared to the future environment without development of the Development Project. In addition, potential net increases in average daily vehicle trips and peak-hour vehicle trips from the 43 related projects were taken into consideration. Based on the City's significance criteria, the change in traffic flow generated by the Development Project when compared to conditions without the Development Project is not anticipated to result in a significant impact at any of the study intersections under future conditions.

Table 4.16-1
Trip Generation Estimates for Development Project

| Land Use (ITE Code) | Size | Units | Daily | AM Peak-Hour | | | | | |
|--|----------|-------|----------------|--------------|-------------|--------------|--------------------|--------------|--------------|
| | | | | Trips | | | PM Peak-Hour Trips | | |
| <u>Proposed</u> | | | | | | | | | |
| Residential (Apartments) [ITE 220] | 367 | du | 2,441 | 37 | 150 | 187 | 148 | 80 | 228 |
| Commercial (Supermarket) [ITE 850] | 22,906 | gsf | 2,342 | 48 | 30 | 78 | 111 | 106 | 217 |
| Commercial (Retail) [ITE 820] | 16,513 | gsf | 705 | 10 | 6 | 16 | 29 | 32 | 61 |
| Subtotal | | | 5,488 | 95 | 186 | 281 | 288 | 218 | 506 |
| <u>Proposed Transit Trips</u> | | | | | | | | | |
| Residential (Apartments) | | | (244) | (4) | (15) | (19) | (15) | (8) | (23) |
| Commercial (Supermarket) | | | (234) | (5) | (3) | (8) | (11) | (11) | (22) |
| Commercial (Retail) | | | (71) | (1) | (1) | (2) | (3) | (3) | (6) |
| Subtotal | | | (549) | (10) | (19) | (29) | (29) | (22) | (51) |
| <u>Proposed Internal Capture</u> | | | | | | | | | |
| Commercial (Supermarket) (10%) | | | (211) | (4) | (3) | (7) | (10) | (10) | (20) |
| Commercial (Retail) (10%) | | | (63) | (1) | (1) | (2) | (3) | (3) | (6) |
| Subtotal | | | (274) | (5) | (4) | (9) | (13) | (13) | (26) |
| <u>Existing</u> | | | | | | | | | |
| Commercial (Supermarket) [ITE 850] | (35,000) | gsf | (3,578) | (74) | (45) | (119) | (169) | (163) | (332) |
| Commercial (Retail) [ITE 820] | (17,591) | gsf | (751) | (11) | (6) | (17) | (31) | (34) | (65) |
| Wholesale Market [ITE 860] | (25,000) | gsf | (168) | (9) | (4) | (13) | (12) | (10) | (22) |
| Subtotal | | | (4,497) | (94) | (55) | (149) | (212) | (207) | (419) |
| <u>Existing Transit Trips</u> | | | | | | | | | |
| Commercial (Supermarket) | | | 358 | 7 | 5 | 12 | 17 | 16 | 33 |
| Commercial (Retail) | | | 75 | 1 | 1 | 2 | 3 | 3 | 6 |
| Wholesale Market | | | 17 | 1 | 0 | 1 | 1 | 1 | 2 |
| Subtotal | | | 450 | 9 | 6 | 15 | 21 | 20 | 41 |
| <u>Net Development Project Driveway</u> | | | 618 | (5) | 114 | 109 | 55 | (4) | 51 |
| <u>Subtotal</u> | | | | | | | | | |
| <u>Proposed Pass-By Trips</u> | | | | | | | | | |
| Commercial (Supermarket) | | | (759) | (16) | (10) | (26) | (36) | (34) | (70) |
| Commercial (Retail) | | | (286) | (4) | (2) | (6) | (12) | (13) | (25) |
| <u>Existing Pass-By Trips</u> | | | | | | | | | |
| Commercial (Supermarket) | | | 1,228 | 27 | 16 | 43 | 61 | 59 | 120 |
| Commercial (Retail) | | | 338 | 5 | 3 | 8 | 14 | 16 | 30 |
| Wholesale Market | | | 15 | 1 | 0 | 1 | 1 | 1 | 2 |
| <u>Total Development Project Trips</u> | | | 1,214 | 8 | 121 | 129 | 83 | 25 | 108 |

Source: Linscott, Law & Greenspan, Engineers (December 2015)

Note: Refer to Traffic Study in Appendix E.

Table 4.16-2
Existing with Development Project Conditions—Intersection
Level of Service AM/PM Peak Hours

| No. | Intersection | Peak Hour | Existing 2015 | | Existing 2015 with Development Project | | Change in V/C | Significant Impact? |
|-----|---|-----------|---------------|-----|--|-----|---------------|---------------------|
| | | | V/C | LOS | V/C | LOS | | |
| 1 | Wilton Place & Wilshire Boulevard | AM | 0.860 | D | 0.861 | D | 0.001 | No |
| | | PM | 0.858 | D | 0.859 | D | 0.002 | No |
| 2 | Wilton Place & 8th Street | AM | 0.583 | A | 0.592 | A | 0.009 | No |
| | | PM | 0.581 | A | 0.590 | A | 0.009 | No |
| 3 | Wilton Place—Arlington Avenue & Olympic Boulevard | AM | 0.739 | C | 0.740 | C | 0.001 | No |
| | | PM | 0.803 | D | 0.804 | D | 0.001 | No |
| 4 | Western Avenue & 6th Street | AM | 0.605 | B | 0.610 | B | 0.005 | No |
| | | PM | 0.619 | B | 0.617 | B | - 0.002 | No |
| 5 | Western Avenue & Wilshire Boulevard | AM | 0.803 | D | 0.811 | D | 0.008 | No |
| | | PM | 0.805 | D | 0.806 | D | 0.001 | No |
| 6 | Western Avenue & 7th Street | AM | 0.415 | A | 0.422 | A | 0.007 | No |
| | | PM | 0.446 | A | 0.448 | A | 0.002 | No |
| 7 | Western Avenue & 8th Street | AM | 0.555 | A | 0.571 | A | 0.018 | No |
| | | PM | 0.598 | A | 0.607 | B | 0.016 | No |
| 8 | Western Avenue & 9th Street | AM | 0.455 | A | 0.455 | A | 0.000 | No |
| | | PM | 0.516 | A | 0.519 | A | 0.003 | No |
| 9 | Western Avenue & Olympic Boulevard | AM | 0.742 | C | 0.746 | C | 0.004 | No |
| | | PM | 0.797 | C | 0.801 | D | 0.004 | No |
| 10 | Western Avenue & Pico Boulevard | AM | 0.638 | B | 0.638 | B | 0.000 | No |
| | | PM | 0.651 | B | 0.654 | B | 0.003 | No |
| 11 | Oxford Avenue & Wilshire Boulevard | AM | 0.532 | A | 0.538 | A | 0.006 | No |
| | | PM | 0.530 | A | 0.531 | A | 0.001 | No |
| 12 | Oxford Avenue & 8th Street | AM | 0.373 | A | 0.419 | A | 0.046 | No |
| | | PM | 0.415 | A | 0.483 | A | 0.068 | No |
| 13 | Serrano Avenue & Wilshire Boulevard | AM | 0.533 | A | 0.535 | A | 0.002 | No |
| | | PM | 0.534 | A | 0.535 | A | 0.001 | No |

| No. | Intersection | Peak Hour | Existing 2015 | | Existing 2015 with Development Project | | Change in V/C | Significant Impact? |
|-----|---------------------------------------|-----------|---------------|-----|--|-----|---------------|---------------------|
| | | | V/C | LOS | V/C | LOS | | |
| 14 | Hobart Boulevard & 8th Street | AM | 0.359 | A | 0.361 | A | 0.002 | No |
| | | PM | 0.476 | A | 0.481 | A | 0.005 | No |
| 15 | Normandie Avenue & Wilshire Boulevard | AM | 0.643 | B | 0.648 | B | 0.005 | No |
| | | PM | 0.720 | C | 0.725 | C | 0.005 | No |
| 16 | Irolo Street & 8th Street | AM | 0.669 | B | 0.678 | B | 0.009 | No |
| | | PM | 0.689 | C | 0.704 | C | 0.015 | No |
| 17 | Normandie Avenue & Olympic Boulevard | AM | 0.615 | B | 0.621 | B | 0.006 | No |
| | | PM | 0.685 | B | 0.686 | B | 0.001 | No |

Source: Linscott, Law & Greenspan, Engineers (December 2015)

Note: Refer to Traffic Study in **Appendix E**.

LOS = level of service.

Table 4.16-3
Future without and with Development Project Conditions—
Intersection Level of Service AM/PM Peak Hours

| No. | Intersection | Peak Hour | Future 2018 without Development Project | | Future 2018 with Development Project | | Change in V/C | Significant Impact? |
|-----|---|-----------|---|-----|--------------------------------------|-----|---------------|---------------------|
| | | | V/C | LOS | V/C | LOS | | |
| 1 | Wilton Place & Wilshire Boulevard | AM | 0.912 | E | 0.913 | E | 0.001 | No |
| | | PM | 0.914 | E | 0.915 | E | 0.002 | No |
| 2 | Wilton Place & 8th Street | AM | 0.618 | B | 0.627 | B | 0.011 | No |
| | | PM | 0.615 | B | 0.625 | B | 0.015 | No |
| 3 | Wilton Place—Arlington Avenue & Olympic Boulevard | AM | 0.770 | C | 0.771 | C | 0.001 | No |
| | | PM | 0.842 | D | 0.843 | D | 0.002 | No |
| 4 | Western Avenue & 6th Street | AM | 0.651 | B | 0.655 | B | 0.005 | No |
| | | PM | 0.661 | B | 0.661 | B | 0.004 | No |
| 5 | Western Avenue & Wilshire Boulevard | AM | 0.884 | D | 0.891 | D | 0.008 | No |
| | | PM | 0.906 | E | 0.908 | E | 0.005 | No |
| 6 | Western Avenue & 7th Street | AM | 0.437 | A | 0.444 | A | 0.007 | No |
| | | PM | 0.475 | A | 0.477 | A | 0.003 | No |
| 7 | Western Avenue & 8th Street | AM | 0.599 | A | 0.615 | B | 0.018 | No |
| | | PM | 0.645 | B | 0.659 | B | 0.021 | No |
| 8 | Western Avenue & 9th Street | AM | 0.479 | A | 0.479 | A | 0.001 | No |
| | | PM | 0.557 | A | 0.561 | A | 0.005 | No |
| 9 | Western Avenue & Olympic Boulevard | AM | 0.786 | C | 0.790 | C | 0.005 | No |
| | | PM | 0.864 | D | 0.868 | D | 0.005 | No |
| 10 | Western Avenue & Pico Boulevard | AM | 0.667 | B | 0.667 | B | 0.000 | No |
| | | PM | 0.691 | B | 0.693 | B | 0.003 | No |
| 11 | Oxford Avenue & Wilshire Boulevard | AM | 0.572 | A | 0.578 | A | 0.007 | No |
| | | PM | 0.593 | A | 0.594 | A | 0.002 | No |
| 12 | Oxford Avenue & 8th Street | AM | 0.404 | A | 0.450 | A | 0.055 | No |
| | | PM | 0.446 | A | 0.508 | A | 0.086 | No |
| 13 | Serrano Avenue & Wilshire Boulevard | AM | 0.572 | A | 0.575 | A | 0.004 | No |
| | | PM | 0.597 | A | 0.597 | A | 0.004 | No |

| No. | Intersection | Peak Hour | Future 2018 without Development Project | | Future 2018 with Development Project | | Change in V/C | Significant Impact? |
|-----|---------------------------------------|-----------|---|-----|--------------------------------------|-----|---------------|---------------------|
| | | | V/C | LOS | V/C | LOS | | |
| 14 | Hobart Boulevard & 8th Street | AM | 0.397 | A | 0.399 | A | 0.004 | No |
| | | PM | 0.509 | A | 0.515 | A | 0.008 | No |
| 15 | Normandie Avenue & Wilshire Boulevard | AM | 0.706 | C | 0.711 | C | 0.006 | No |
| | | PM | 0.790 | C | 0.794 | C | 0.005 | No |
| 16 | Irolo Street & 8th Street | AM | 0.758 | C | 0.767 | C | 0.011 | No |
| | | PM | 0.782 | C | 0.797 | C | 0.019 | No |
| 17 | Normandie Avenue & Olympic Boulevard | AM | 0.659 | B | 0.665 | B | 0.006 | No |
| | | PM | 0.745 | C | 0.745 | C | 0.001 | No |

Source: Linscott, Law & Greenspan, Engineers (December 2015)

Note: Refer to Traffic Study in **Appendix E**.

LOS = level of service.

Congestion Management Plan Analysis

The Congestion Management Plan (CMP) requires that when a Traffic Impact Assessment (TIA) is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.

CMP Significant Traffic Impact Criteria

The *CMP Guidelines* state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway-monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak-hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development Project would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

There are three CMP intersection-monitoring locations within the vicinity of the Development Project:

- CMP Station No. 84, located at Western Avenue & 9th Street

- CMP Station No. 85, located at Wilshire Boulevard & Alvarado Street
- CMP Station No. 89, located at Wilshire Boulevard & Western Avenue

Based on the trip distribution analysis in the Traffic Impact Study, the Development Project would not contribute 50 or more new trips at these intersections during the morning or afternoon weekday peak hours.

The CMP freeway-monitoring stations closest to the Development Project vicinity includes:

- CMP Station No. 1037, located at US 101 south of Santa Monica Boulevard
- CMP Station No. 1048, located at SR 110 south of US 101

As shown in **Table 4.16-1**, the Development Project would not generate 150 or more trips (in either direction) during the morning or afternoon weekday peak period. Thus, no further review of the Development Project's potential impacts to CMP freeway-monitoring locations is required. Impacts would be less than significant.

Regional Transit Impact Analysis

An analysis of potential Development Project impacts on the transit system was also performed, per the CMP requirements and guidelines. The CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an Average Vehicle Occupancy (AVO) factor of 1.4 to estimate the number of person-trips to and from the Development Project.

The CMP guidelines estimate that approximately 10 percent of total project person-trips may use public transit to travel to and from the site if the site is located within 0.25 miles of a CMP transit center. The nearest station from the Development Site is Metro's Wilshire/Western Station, located approximately 0.3 miles west of the Development Site.

The Development Project is estimated to generate approximately 129 morning peak-hour trips and 108 afternoon peak-hour trips. Assuming an AVO of 1.4, the Development Project would generate 181 morning peak-hour person trips and 152 afternoon peak-hour person trips. Using the 10 percent mode split suggested in the CMP, the Development Project would generate approximately 19 transit trips during the weekday morning peak-hour and 16 transit trips during the weekday afternoon peak hour.

The Development Project location is well served by numerous established transit routes. A review of the schedules of the lines serving the area (Metro, DASH, Big Blue Bus and Foothill Transit) shows a total of

191 buses or trains during the AM peak and 182 buses or trains during the PM peak.⁴⁰ With multiple public transportation opportunities within the Development Project vicinity, including bus routes and Metro lines, the existing transit service in the Development Project vicinity would adequately accommodate the new transit trips generated by the Development Project. Thus, based on the calculated number of generated transit trips, impacts to the existing or future regional transit system in the vicinity of the Development Site are not anticipated to be significant.

Construction—Traffic

The Development Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Development Project. The demolition and site clearing phase has been estimated by the Development Project Applicant to require approximately 100 daily hauling truck trips at its peak. The Haul Route would utilize Western Avenue from 8th Street south to Interstate 10. The addition of these vehicles into the street system would contribute to increased traffic in the Development Project vicinity. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. As stated above in **Table 4.16-1**, the operation of the Project is expected to generate more than 1,200 trips per day. The Development Project's peak construction trip traffic is estimated at approximately 330 trips per day.⁴¹ Therefore, it is not anticipated that the construction trips would contribute to a significant increase in the overall congestion in the Development Project vicinity. In addition, any truck trips would be limited to the length of time required for the Development Project's construction. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

40 Linscott, Law & Greenspan, Engineers, 3525 W. 8th Street Mixed-Use Project Traffic Impact Analysis, (December 4, 2015), Table 4-1.

41 Derived from construction worker and vendor trip rates contained in *California Emissions Estimator Users Guide*, Appendix E, "Technical Source Documentation," California Air Pollution Control Officers Association (July 2013).

- b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

No Impact. As discussed previously in Section 4.16a, no CMP freeway-monitoring segment or intersection analysis is required, and there would be no Project-related impacts to the CMP. The Development Project would not conflict with any travel demand measures. No impacts would occur.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

- c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. This question would apply to the Project only if it involved an aviation-related use or would influence changes to existing flight paths. No aviation-related use would occur. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. The Development Project would include new vehicular access driveways to the Development Site from S. Oxford Avenue and S. Serrano Avenue. These driveways would be properly designed and constructed to ensure the safety of vehicular and pedestrian circulation in the Development Project area. To accommodate the turning radius of delivery trucks

entering and exiting the Development Site for the commercial uses, on-street parking opposite the proposed driveways would be reconfigured. With this modification, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve a project or adjacent uses.

As previously discussed, the Development Site is located between the intersections of W. 8th Street at S. Oxford Avenue and S. Serrano Avenue, neither of which is a selected disaster route as identified by the City's General Plan.⁴² However, the Development Site is located approximately 375 feet to the east of S. Western Avenue, which is a selected disaster route.

Construction of the Development Site may require temporary and/or partial street and sidewalk closures due to construction activities. Any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans.

As described previously, the Development Project would satisfy the emergency response requirements of the LAFD. No hazardous design features are included in the access design or site plan for the Development Project that could impede emergency access. Furthermore, the Development Project would be subject to the site plan review requirements of both the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. The Development

⁴² City of Los Angeles General Plan, "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles.

Project would not be expected to result in inadequate emergency access. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. For the purpose of this Initial Study, a significant impact could occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on or off site. The Development Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Development Project would not interfere with any Class I or Class II bikeway systems. No impacts would occur.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.17 UTILITIES AND SERVICE SYSTEMS

Impact Analysis

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information that may be required by the appropriate RWQCB. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

Currently, wastewater from the Development Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP), a public facility subject to the State's wastewater treatment requirements. Wastewater from the Development Project would continue to be conveyed through City sewage infrastructure to HTP. Though the Development Project would generate more wastewater than is currently generated on the Development Site, pollutant loads would be typical of urban wastewater already processed by the HTP. Furthermore, as discussed below, HTP has the available capacity to accommodate the additional waste associated with the Project. As such, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. A significant impact could occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts.

Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 362 mgd averaged over calendar year 2013, and operates at approximately 60 percent capacity. Therefore, the LAAFP has a remaining capacity of approximately 238 mgd, depending on the season.⁴³

The Project Site is located in a developed, urbanized portion of Los Angeles that is served by existing water mains. As shown below, it is estimated that the Development Project would have a daily demand of 45,559 gallons or an annual demand of 51.07 acre feet. Water conservation design features are likely to reduce this estimate. Given the remaining capacity of the LAAFP, the Development Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

⁴³ Los Angeles Department of Water and Power, *Urban Water Management Plan* website: <http://www.ladwp.com/ladwp/cms/ladwp007157.pdf>.

Table 4.17-1
Estimated Water Demand

| Land Use | Quantity | Demand Factor (gpd/unit) ^a | Daily Demand (gpd) | Annual Demand (afy) |
|-------------------------|----------|---------------------------------------|--------------------|---------------------|
| Residential—Studio | 125 du | 90 gpd/du | 11,250 gpd | 12.61 |
| Residential—One Bedroom | 242 du | 132 gpd/du | 31,944 gpd | 35.81 |
| Retail | 39.419 | 0.06 gpd/sq. ft. | 2,365 gpd | 2.65 |
| Total: | | | 45,559 | 51.07 |

Note: afy = acre-feet per year; gpd = gallons per day.

a 125 percent sewage generation loading factor; Los Angeles Bureau of Sanitation, *Sewage Generation Factors*, April 2012.

The Los Angeles Bureau of Sanitation provides sewer service to the proposed Project area. Sewage from the Development Site is conveyed via sewer infrastructure to the HTP. The HTP treats an average daily flow of 362 mgd, and has the capacity to treat 450 mgd.⁴⁴ This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP. As shown in **Table 4.17-2**, on the next page, it is estimated that the Development Project would generate 37,966 gpd or less than 0.04 MGD. Given the available capacity of the HTP, the Development Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measures to reduce demand on local water supplies:

Regulatory Compliance Measure RC-WS-2 (Green Building Code): The Development Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Development Project's water use.

Regulatory Compliance Measure RC-WS-4 (Landscape): The Development Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

With regulatory compliance, any potential impacts of the Development Project would be less than significant.

⁴⁴ City of Los Angeles Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant," http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm.

Table 4.17-2
Estimated Sewage Generation

| Land Use | Quantity | Factor (gpd/unit) ^a | Daily Generation (gpd) |
|-------------------------|----------|--------------------------------|------------------------|
| Residential—Studio | 125 du | 75 gpd/du | 9,375 gpd |
| Residential—One Bedroom | 242 du | 110 gpd/du | 26,620 gpd |
| Retail | 39.419 | 0.05 gpd/sq. ft. | 1,971 gpd |
| Total: | | | 37,966 |

Note: afy = acre-feet per year; gpd = gallons per day.

a Los Angeles Bureau of Sanitation, Sewage Generation Factors, April 2012.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. The Development Site is currently fully developed with impervious surface. As such, the volume of stormwater runoff from the Development Site would be essentially unchanged. In addition, the Development Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarter inch of rainfall in a 24-hour period. Impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for

those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water, during dry seasons would be 513,540 acre-feet per year (afy) for 2015 and 611,800 afy for 2020.⁴⁵ The UWMP projects adequate water supplies through 2040. As such, it is expected that LADWP sufficient water supplies available to serve the Development Project. Furthermore, as previously stated, the Development Project Applicant shall adhere to Regulatory Compliance Measures **RC-WS-1** and **RC-WS-2** to reduce demand on local water supplies. With regulatory compliance, impacts of the Development Project would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

45 City of Los Angeles Department of Public Works, 2015 *City of Los Angeles Urban Water Management Plan* (2016).

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the *Wastewater Facilities Plan* or *General Plan* and its elements. As stated above, the Hyperion Treatment Plant is expected to have capacity to serve the Development Project. As such, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

- f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. A significant impact could occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or

its updates, the Solid Waste Management Policy Plan ((SWMPP), or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Chiquita Canyon Landfill and the Manning Pit Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons.⁴⁶ The Manning Pit Landfill has a remaining capacity of 540,000 tons. Thus, the Chiquita Canyon Landfill and Manning Pit Landfill combined have a remaining permitted daily intake of approximately 5.4 million tons. The Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy).

The Development Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The solid waste disposal needs would be directed to the local recycling facilities and landfills described previously. Based on a gross development size of 363,603 square feet of residential and amenity floor area, and a standard waste generation rate of 4.38 pounds/square foot, it is estimated that the construction of the Development Project would generate approximately 796 tons of debris during the construction process.⁴⁷

As shown in **Table 4.17-3, Expected Operational Solid Waste Generation**, the Development Project's net generation during the life of the Development Project would be 1,784 pounds per day. This estimate is conservative because it does not factor in any recycling or waste diversion programs. The amount of solid waste generated by the Development Project is within the available capacities at area landfills.

Construction of the Development Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Development Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility.

⁴⁶ County of Los Angeles Department of Public Works, *Integrated Waste Management Plan, 2011 Annual Report* (March 2013).

⁴⁷ USEPA, Office of Resource Conservation and Recovery, *Estimating 2003 Building-Related Construction and Demolition Materials Amount*, Report No. EPA530-R-09-002 (March 2009), p. 8

**Table 4.17-3
Expected Operational Solid Waste Generation**

| Type of Use | Size | Waste Generation Rate^a (lb./unit/day) | Total Solid Waste Generated (lb./day) |
|---|----------------|---|--|
| Residential units | 367 du | 4 lb./du/day | 1,468 |
| Commercial uses | 52,525 sq. ft. | 0.006 lb./sq. ft./day | 316 |
| Total Development Project Waste Generation | | | 1,784 |

Notes: du = dwelling unit; lb. = pounds; sq. ft. =square feet.

^a City of Los Angeles Bureau of Sanitation, Solid Waste Generation (1981). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

Furthermore, the Development Project Applicant shall be required to comply with the following Regulatory Compliance Measures to reduce solid waste impacts:

Regulatory Compliance Measure RCM-SW-1 (Designated Recycling Area): In compliance with Los Angeles Municipal Code, the Development Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

Regulatory Compliance Measure RCM-SW-3 (Commercial/Multifamily Mandatory Recycling): In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Development Project's regular solid waste disposal program. The Development Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

Therefore, with regulatory compliance, solid waste impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Development Project would generate solid waste during both construction and operation that is typical of a mixed-use residential building with ground-floor commercial uses and would comply with all Federal, State, and Local statutes and regulations regarding proper disposal. As such, impacts would be less than significant.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Impact Analysis

- a. Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less than Significant Impact. A significant impact could occur only if the Project would have an identified potentially significant impact for any of the issues cited above: quality of the environment; habitat or populations of fish or wildlife species; plant or animal communities; rare or endangered plant or animal; or important examples of the major periods of California history or prehistory. As indicated by the analysis in this Initial Study, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Nor would the Project potentially affect important historic or prehistoric resources. Though potentially significant impacts were identified with respect to construction noise and the removal of street trees, implementation of the mitigation measures described in this Initial Study would reduce those impacts to less than significant levels. Therefore, impacts on the quality of the environment would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less Than Significant Impact. Cumulative impacts can occur when the impacts of two or more separate projects are considerable when considered together. In the preceding topical analyses, cumulative impacts have been considered where appropriate. For example, the evaluation of air quality impacts considered the Development Project's cumulative contribution to federal or State nonattainment pollutants within the South Coast Air Basin and the evaluation of traffic impacts considered the cumulative effect of other proposed projects in the immediate vicinity. Through the analyses, no significant cumulative impacts were identified for the Development Project.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact with Mitigation Incorporated. As discussed in the preceding sections, the Development Project could result in potentially significant impacts due to removal of trees, construction noise and demand on public services. Mitigation Measures IV-20 and IV-70, XII-20, and XIV-10 and XIV-30, as listed in **Sections 4.4, Biological Resources, 4.12, Noise, and 4.14, Public Services**, respectively, have been identified to address these impacts.

The proposed amendment to the Wilshire Community Plan Land Use Map would allow additional zones that correspond to the Regional Commercial land use designation, that if enacted, would allow for additional uses and could increase the development potential of the parcels immediately north of the Development Site. However, the City is not aware of any project currently proposed or contemplated for those parcels. Any future development projects that could be enabled by the proposed amendment cannot be determined at this time; moreover, such projects would be defined and subject to environmental review and approval by the City when, and if, such individual projects are proposed. The proposed amendment would not result in significant impacts.

Mitigation Measures: Applicable mitigation measures have been identified in the Biological Resources, Noise, and Public Services sections in this Initial Study. With incorporation of these measures, impacts of the Development Project would be less than significant.

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