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CITY PLANNING**

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INITIAL STUDY

CENTRAL CITY NORTH COMMUNITY PLAN AREA

668 S. Alameda Street Project

Case Number: ENV-2016-3576-EIR

Project Location: 668 S. Alameda Street; 1516-1570 Industrial Street; and 675 Mill Street, Los Angeles, CA 90021

Council District: 14 – Jose Huizar

Project Description: AVA Arts District, LP (the Applicant) proposes to develop a mixed-use live/work and commercial project (Project) generally located at 668 S. Alameda Street on an approximately 3.75-acre site southeast of the intersection of S. Alameda Street and Industrial Street (Project Site).

The Project would demolish the existing Showa Marine & Cold Storage facility and surface parking and develop a mixed-use Project consisting of 475 live/work units and approximately 49,594 sf of ground level commercial use. The Project would result in a total of approximately 565,695 sf of developed floor area with an FAR of 3.48:1. The Project would include one building atop a two-story podium, for a total of seven stories and a maximum building height of 85 feet. Commercial uses would include commercial/arts and production space, a grocery store, and restaurant uses fronting Industrial Street. The grocery store would also front S. Alameda Street. The live/work component would be located above the commercial uses on Levels 2 through 7. The Project would include open space and recreational amenities. Open space amenities would include two plazas fronting Industrial Street and two intersecting paseos on the ground level providing a public connection between Industrial Street and Mill Street that would be publicly accessible during business hours. The Project would also provide public art/façade treatments, such as murals on several walls within the Project Site. Parking would be provided within a three level parking structure with two levels below grade and one level at grade. The access point into the shared parking structure for the commercial and live/work uses would be available from Industrial Street, with delivery truck, service, and emergency vehicle access available to enter from Mill Street and exit onto S. Alameda Street via an access road that traverses the southern Project Site boundary.

December 2016

The Project is anticipated to begin construction in 2018 and would be completed in 2022. Construction is expected to take place in a single phase.

The Applicant is requesting a General Plan Amendment; Vesting Zone Change; Height District Change; Master Conditional Use Permit; Site Plan Review; Density Bonus Compliance Review for including an affordable housing component and utilizing on-menu density bonus incentive to reduce open space requirement by 20 percent and an off-menu density bonus incentive to provide relief from LAMC 12.21.A.5.c and permit 24 percent (114 spaces) of the number of primary parking spaces for each live/work unit (475 spaces) to be designed as compact spaces; approval of Vesting Tentative Tract Map No. 74537 to merge the existing lots and re-subdivide into one master lot and three airspace lots for live/work and commercial condominiums; Deviation for Advisory Agency Policy No. 2000-1 to permit parking at a ratio of 1.53 parking spaces per live/work unit; Demolition permits; Haul Route approval; grading, excavation, foundation, and associated building permits; Original Art Mural approval for the murals proposed on several walls within the Project Site; and other approvals as needed.

Applicant: AVA Arts District, L.P. 11111 Santa Monica Boulevard Suite 850 Los Angeles, CA 90025	Prepared by: ESA PCR 2121 Alton Parkway, Suite 100 Irvine, CA 92606	On Behalf of: City of Los Angeles Department of City Planning Major Projects Section
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Initial Study and Checklist

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 360, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	14	December 1, 2016

RESPONSIBLE AGENCIES

City of Los Angeles Department of City Planning

PROJECT TITLE/NO.

668 S. Alameda Street

CASE NO.

ENV-2016-3576-EIR

PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions.
N/A	<input checked="" type="checkbox"/> DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

The proposed mixed-use live/work and commercial Project (Project) is located at 668 S. Alameda Street, 1516-1570 Industrial Street, and 675 Mill Street on an approximately 3.75-acre site southeast of the intersection of S. Alameda Street and Industrial Street (Project Site). The Project would demolish the Showa Marine & Cold Storage facility and surface parking and develop a mixed-use Project consisting of 475 live/work units and approximately 49,594 sf of ground level commercial use. The Project would result in a total of approximately 565,695 sf of developed floor area with an FAR of 3.48:1. The Project would include one building atop a two-story podium, for a total of seven stories above grade, and a maximum building height of 85 feet. Commercial uses would include commercial/arts and production space, a grocery store, and restaurant uses fronting Industrial Street. The grocery store would also front S. Alameda Street. The live/work component would be located above the commercial uses on Levels 2 through 7. The Project would include open space and recreational amenities. Open space amenities would include two plazas fronting Industrial Street and two intersecting paseos on the ground level providing a public connection between Industrial Street and Mill Street that would be publicly accessible during business hours. The Project would also provide public art/façade treatments, such as murals on several walls within the Project Site. Parking would be provided within a three level parking structure with two levels below grade (for live/work use) and one level at grade (for commercial and visitor use). The access point into the shared parking structure for the commercial and live/work uses would be available from Industrial Street, with delivery truck, service, and emergency vehicle access available to enter from Mill Street and exit onto S. Alameda Street via an access road that traverses the southern Project Site boundary.

The Project is anticipated to begin construction in 2018 and would be completed in 2022. Construction is expected to take place in a single phase

ENVIRONMENTAL SETTING:

The Project Site is currently developed with the Showa Marine & Cold Storage facility, which comprises three buildings with a total area of approximately 131,350 sf. The buildings range from one- to two-stories in height and were constructed between 1984 and 2001. The Project Site also includes a parking lot and abandoned railroad right-of-way that connects S. Alameda Street and Mill Street in an east-west direction.

PROJECT LOCATION:

The Project Site is generally located at 668 S. Alameda Street within the Arts District in the Central City North Community Plan Area of the City of Los Angeles. The Project Site is bounded by S. Alameda Street to the west; Industrial Street to the north; industrial/warehouse uses and Mill Street to the east; and commercial and institutional uses to the south.

The Project Site is located in a City-designated transit priority area and is served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional vehicle access to the Project Site is provided by the Santa Monica Freeway (I-10) located approximately 0.7 miles to the south, the Hollywood Freeway (US 101) and Golden State Freeway (I-5) located approximately 1 mile to the east, and the Harbor Freeway (I-110) located approximately 2 miles to the west. Local access to the Project Site is provided by S. Alameda Street, 7th Street, and Industrial Street. Bus service and light rail service is provided by the Los Angeles County Metropolitan Transportation Authority (Metro). The closest bus stop to the Project Site is at S. Alameda Street and 7th Street, which is served by Metro Line 60 and Metro Rapid Line 760. Both lines provide service between Downtown Los Angeles and Long Beach and provide connections to the 7th Street Metro Center in Downtown Los Angeles and the Metro Blue, Expo, Purple, and Red Lines and various bus lines. The closest Metro station is the Metro Gold Line Little Tokyo/Arts District Station, approximately one mile north on S. Alameda Street.

The Project vicinity has been transforming from a predominately industrial area to one that is primarily made up of old warehouses converted to artists' lofts and studios. Uses to the west of the Project Site across S. Alameda Street include the Los Angeles County Metropolitan Transportation Authority – Division 1 Natural Gas Fueling Station and bus yard. Uses to the north across Industrial Street include Union Central Cold Storage warehouse that is proposed for demolition for the development of the Industrial Street Lofts (a proposed mixed-use project with 344 units and ground floor commercial), and industrial/warehouse and commercial uses. Further north along S. Alameda Street are wholesale food and produce warehouses, recently converted live/work spaces, and small-scale restaurant/café spaces toward 6th Street. Directly east of the Project Site and west of Mill Street are wholesale food warehouses. To the south of the Project Site are low-rise commercial uses, including a McDonald's restaurant with a drive-through service, the Para Los Niños Charter School, the Institute of Contemporary Art Los Angeles Museum, and a vacant eight-story structure. South of 7th Street is a Greyhound bus terminal, produce market, Metropolitan High School, and the ROW DTLA, a 30-acre site of historic structures recently converted to include creative office and studio space, retail shops, and restaurants.

For further discussion, see Attachment A.

PLANNING DISTRICT Central City North Community Plan Area		STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED
EXISTING ZONING M3-1-RIO	MAX. DENSITY ZONING FAR of 1.5:1 based on Height District 1	<input type="checkbox"/> DOES CONFORM TO PLAN <input checked="" type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN
GENERAL PLAN LAND USE & ZONE(S) Heavy Manufacturing/Industrial	MAX. DENSITY PLAN FAR of 1.5:1 based on Height District 1	
SURROUNDING LAND USES See above Project Location Discussion and Attachment A, Project Description, for further discussion.	PROJECT DENSITY 3.48:1	



DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

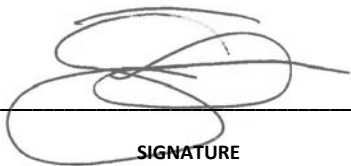
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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.



SIGNATURE

Planning Associate

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)**BACKGROUND****PROPONENT NAME**

Jeff Wood, AVA Arts District, L.P.

PHONE NUMBER

(310) 481-1280

PROPONENT ADDRESS

11111 Santa Monica Boulevard, Suite 850, Los Angeles, CA 90025

AGENCY REQUIRING CHECKLIST

City of Los Angeles Department of City Planning

DATE SUBMITTED

November 2016

PROPOSAL NAME (If Applicable)

668 S. Alameda Street

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)****PREPARED BY**

Mike Harden

ESA PCR

2121 Alton Parkway, #100
Irvine, CA 92606**TITLE**

Principal Planner

TELEPHONE #

(949) 753-7001

DATE

November 2016

**ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the Air Quality Management Plan or Congestion Management Plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 (ozone, PM ₁₀ , and PM _{2.5}) under an applicable federal or state ambient air quality standard? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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"/> |

IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California 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"/> |
| 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 a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §210784?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

IX. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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 land uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 an manner which would result in flooding on- or off site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area 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 hazard area 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"/>
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
XIII. POPULATION AND HOUSING. Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

XVIII. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Attachment A

Project Description

ATTACHMENT A

Project Description

A. Introduction

AVA Arts District, L.P (the Applicant) proposes to develop a mixed-use live/work and commercial project (Project) at 668 S. Alameda Street, 1516-1570 Industrial Street, and 675 Mill Street on an approximately 3.75 acre site southeast of the intersection of S. Alameda Street and Industrial Street (Project Site).¹ The Project would consist of approximately 565,695 square feet (sf) of floor area,² with a floor-to-area ratio (FAR) of 3.48.³ The Project would include approximately 49,594 sf of ground floor commercial use and approximately 516,101 sf of live/work floor area. Commercial uses would include commercial/arts and production space, a grocery store, and restaurant uses fronting Industrial Street. The Grocery Store would also front S. Alameda Street. The live/work use would include 475 units, a fitness facility, clubhouse, and gallery space. The live/work use would also include an affordable housing component. The Project would include one building atop a two-story podium, for a total of seven stories above grade and a maximum building height of 85 feet. A total of 857 parking spaces would be provided within a three level parking structure with two levels below grade and one level at grade. Parking would include 729 spaces for live/work uses, 91 spaces for commercial uses, and 37 additional spaces for patron, guest, and employee parking. The Project would also provide 569 bicycle parking spaces, with 523 spaces for the live/work uses and 46 spaces for commercial uses.

The Project would include open space, some of which would be publicly accessible, and recreational amenities for the residents. Some of the publicly-accessible open space amenities would include two plazas fronting Industrial Street and two intersecting paseos on the ground level providing a public connection between Industrial Street and Mill Street. The Project would also provide public art/façade treatments, such as murals on several walls within the Project Site. Private open space and recreational amenities for Project residents would include three distinct outdoor lounge areas on the second level, a fitness facility and clubhouse on the second level, as

¹ The Project Site is comprised of the following parcels: Assessor Parcel Number (APN) 5164-022-005, 5164-022-010, 5164-023-004, 5164-023-015, 5164-023-016, 5164-023-019 through 5164-023-023 or approximately 163,380 sf prior to dedication.

² Floor area is calculated in accordance with LAMC Section 12.03, Los Angeles Department of Building and Safety (LADBS) Document No. P/BC 2002-021 – Calculating FAR and LADBS Case No. ZA 2007-3430 – Calculating Balconies as FAR, and generally excludes utility rooms, subterranean long term bicycle parking, service areas, and storage areas.

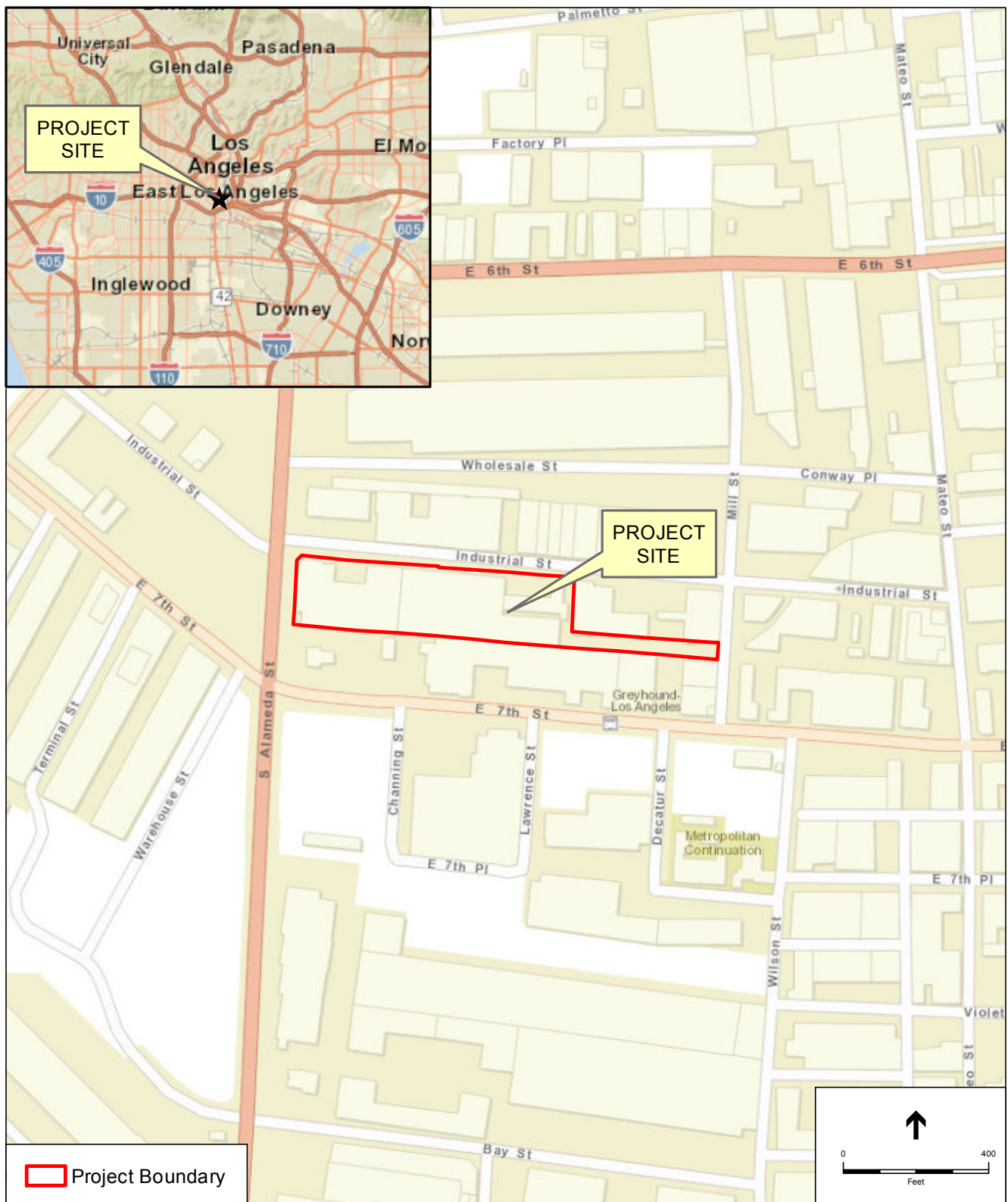
³ Calculations based on Los Angeles Department of Building and Safety (LADBS) Bulletin: Document No. P/BC 2002-021, LADBS Case No. ZA 2007-3430, and LAMC Section 12.03 and include 565,695 sf of floor area and a net lot area (with dedications) of 162,457 sf or 3.73 acres.

well as terraces, and private balconies. The Project would also include two sidewalk “bump-out” extensions into Industrial Street that would be located within the public right-of-way.

B. Project Location and Surrounding Uses

The Project Site is generally located at 668 S. Alameda Street as shown on **Figure A-1, *Regional and Site Location Map***. The Project Site is bounded by S. Alameda Street to the west; Industrial Street to the north; industrial/warehouse uses and Mill Street to the east; and commercial and institutional uses to the south. As depicted on **Figure A-2, *Aerial Photograph of Project Site and Vicinity***, uses to the west of the Project Site, across S. Alameda Street include the Los Angeles County Metropolitan Transportation Authority – Division 1 Natural Gas Fueling Station and bus yard. Uses to the north across Industrial Street include Union Central Cold Storage warehouse that is proposed for demolition for the development of the Industrial Street Lofts (a proposed mixed-use project with 344 units and ground floor commercial), and industrial/warehouse and commercial uses. Further north along S. Alameda Street are wholesale food and produce warehouses, recently converted live/work spaces, and small-scale restaurant/café spaces toward 6th Street. Directly east of the Project Site and west of Mill Street, are wholesale food warehouses. Northeast and east of Mill Street are one- to two-story industrial uses, and adaptive reuse structures now occupied by retail shops, restaurants, bars, and creative offices and studios. To the south of the Project Site are low-rise commercial uses, including a McDonald’s restaurant with a drive-through service, the Para Los Niños Charter School, the Institute of Contemporary Art Los Angeles Museum, and a vacant eight-story structure. South of 7th Street is a Greyhound bus terminal, a produce market, Metropolitan High School, and the ROW DTLA, a 30-acre site of historic structures recently converted to include creative office and studio space, retail shops, and restaurants. In general, the land uses within the vicinity of the Property are characterized by a mix of low- to medium-intensity industrial, commercial, and mixed-use buildings, which vary widely in building style and period of construction.

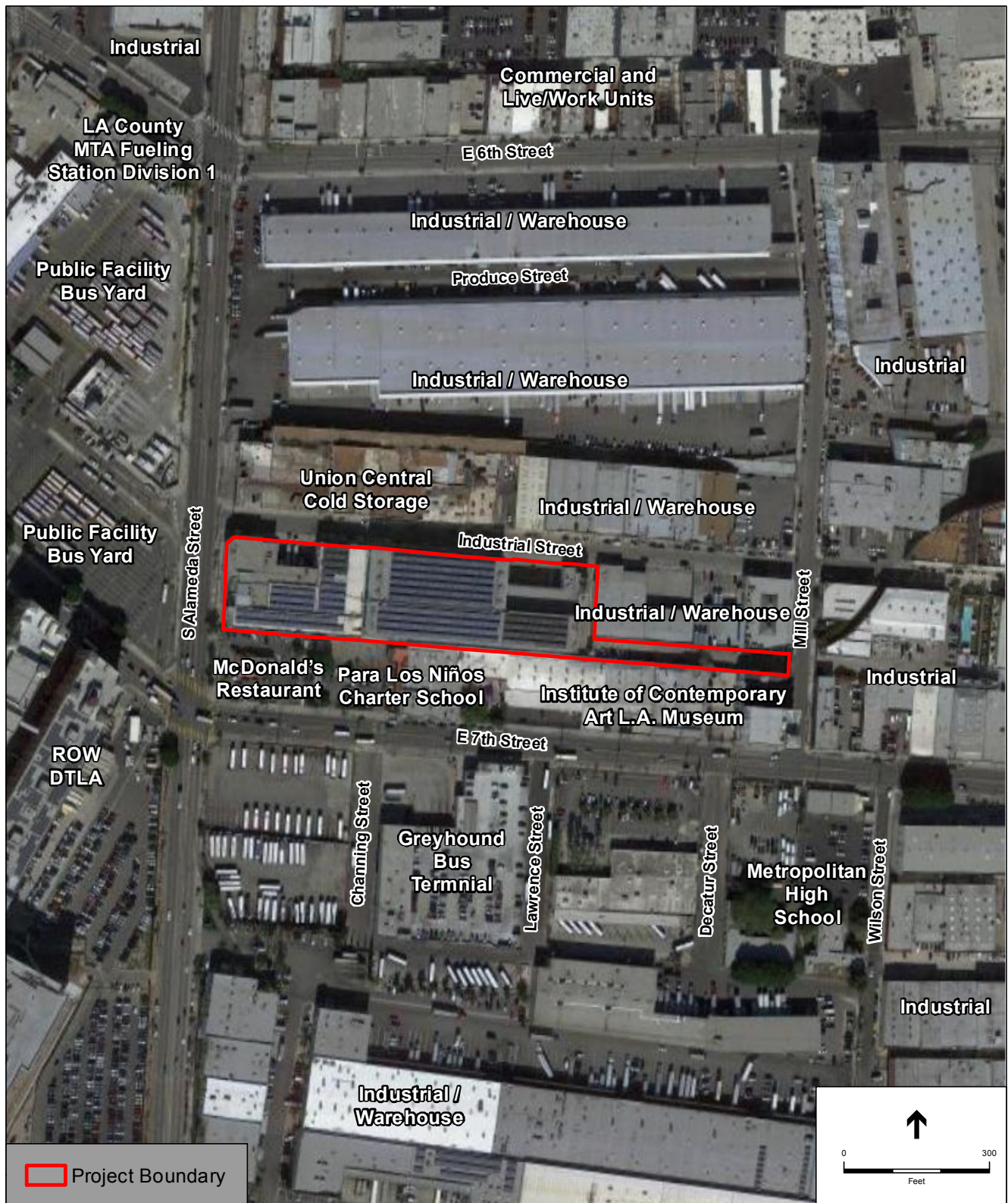
The Project Site is located within the Arts District, an area generally bounded by 1st Street to the north, the Los Angeles River and train tracks to the east, 7th Street to the south, and S. Alameda Street to the west. Over the past two decades, the area in the vicinity of the Project Site has been transforming from a predominately industrial area to one that is primarily made up of old warehouses converted to artists’ lofts and studios. Recently this area has been experiencing an increase in unique and creative commercial uses such as creative spaces, retail shops, galleries, studios, museums, restaurants, and bars that have blended well with the existing industrial and manufacturing uses and growing residential population.



SOURCE: ESRI Street Map, 2009.

668 S. Alameda Street

Figure A-1
Regional and Site Location Map



SOURCE: Google Maps, 2015 (Aerial).

668 S. Alameda Street

Figure A-2

Aerial Photograph of Project Site and Vicinity

The Project Site is well served by a network of regional transportation facilities, as it is located within a City-designated transit priority area.⁴ Regional vehicle access to the Project Site is provided by the Santa Monica Freeway (I-10) located approximately 0.7 miles to the south, the Hollywood Freeway (US 101) and Golden State Freeway (I-5) located approximately 1 mile to the east, and the Harbor Freeway (I-110) located approximately 2 miles to the west. Local access to the Project Site is provided by S. Alameda Street, 7th Street, and Industrial Street. The Project Site is also well served by public transit. Bus service and light rail service is provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Numerous regional and local bus lines are located near the Project area. The closest bus stop to the Project Site is at S. Alameda Street and 7th Street, which is served by Metro Line 60 and Metro Rapid Line 760. Both lines provide service between Downtown Los Angeles and Long Beach and provide connections to the 7th Street Metro Center in Downtown Los Angeles and the Metro Blue, Expo, Purple, and Red Lines and various bus lines. The closest Metro station is the Metro Gold Line Little Tokyo/Arts District Station, approximately one mile north on S. Alameda Street. The Metro Gold Line provides regular service between East Los Angeles and Pasadena, with direct linkages to other lines of the Metro Rail system. Metro is also constructing the Regional Connector Project, which will extend the Metro Gold Line from the Little Tokyo/Arts District Station to the 7th Street Metro Center Station in Downtown Los Angeles, allowing passengers to transfer to Blue, Expo, Red and Purple Lines, bypassing Union Station. The 1.9-mile alignment will serve Little Tokyo, the Arts District, Civic Center, The Historic Core, Broadway, Grand Avenue, Bunker Hill, Flower Street, and the Financial District.

C. Site Background and Existing Conditions

As shown on Figure A-2, the Project Site is located southeast of the intersection of S. Alameda Street and Industrial Street. The Project Site is currently developed with the Showa Marine & Cold Storage facility, which comprises three buildings with a total area of approximately 131,350 sf. The buildings range from one- to two-stories in height and were constructed between 1984 and 2001. On-site operations include shipping/receiving, storage of frozen food products, as well as associate office and administrative activities. The Project Site also includes a parking lot and an abandoned railroad right-of-way that connects S. Alameda Street and Mill Street in an east-west direction. The Project Site is relatively flat.

⁴ Senate Bill (SB) 743, enacted in 2013, changed the way in which environmental impacts related to transportation and aesthetics are addressed under CEQA. Specifically, Section 21099(d)(1) of the Public Resources Code (PRC) states that a project's parking and aesthetic impacts shall not be considered a significant unavoidable impact on the environment if: 1) The project is a residential, mixed-use residential or employment center project; and, 2) The project is located on an infill site within a transit priority area. City of Los Angeles Zoning Information File ZI No. 2452 also provides that projects meeting these criteria are exempted from evaluating parking and visual resources, including aesthetic character, shade and shadow, light and glare, scenic vistas or any other aesthetic impact in a CEQA document as defined in the City's current, 2006 CEQA Thresholds Guide. However, ZI No. 2452 does indicate the need for projects in transit priority areas to be evaluated for consistency with relevant City land use plans and aesthetic related regulations. Because of the mixed-use residential character of the Project and its location within an urban transit priority area (intersection of two or more major bus routes), the Project qualifies for exemption under SB 743. As such, evaluation of the Project's physical impacts associated with parking and aesthetics are not strictly required but are addressed in this Initial Study for disclosure purposes only.

D. Existing Planning and Zoning

The Project Site is located within the Central City North Community Plan Area, the River Improvement Overlay District, and the East Los Angeles State Enterprise Zone. The General Plan land use designation for the Project Site is Heavy Manufacturing/Industrial. Project Site is zoned M3-1-RIO. The “M3” (Heavy Industrial) Zone permits a wide range of industrial and manufacturing uses prevalent in the area such as warehouse, cold storage, and food processing. The M3 Zone also permits commercial and office uses. The “1” indicates Height District 1, which establishes an FAR of 1.5. The “RIO” indicates that the Project Site is located within the River Improvement Overlay District, established by Ordinance Nos. 183144 and 183145 to support implementation of the Los Angeles River Revitalization Plan and establishes landscaping, design criteria, and administrative review procedures for projects within the RIO. The East Los Angeles State Enterprise Zone was established to stimulate local investment. Ordinance No. 184099 establishes an “HI” Hybrid Industrial Live/Work Zone (Hybrid Industrial Ordinance) in order to enable and regulate live/work uses in areas of the City with a General Plan land use designation of Hybrid Industrial. Although this land use designation does not apply to the Project Site, the Hybrid Industrial Ordinance presents development standards for live/work uses that address building height; minimum area for gallery space and nonresidential uses; setbacks; façades; open space; parking; and signs.

E. Description of the Project

The Project would demolish the Showa Marine & Cold Storage facility and surface parking and develop a mixed-use Project consisting of 475 live/work units; 572 sf of live/work gallery space; 49,594 sf of ground level commercial use; open space and recreational amenities; and vehicle and bicycle parking. The Project would result in a total of 565,695 sf of developed floor area resulting in an FAR of approximately 3.48:1. The Project would include one building atop a two-story podium, for a total of seven stories above grade and a maximum building height of 85 feet, ground level parking for commercial and visitor use, and two levels of subterranean parking for live/work use. The Project’s commercial uses would be located on the ground floor, fronting Industrial Street and the grocery store would also front S. Alameda Street. The live/work component would be located above the commercial uses on Levels 2 through 7. The Project would also include the development of an abandoned railroad right-of-way to provide pedestrian and vehicle circulation.

The proposed development program is discussed in detail below and summarized in **Table A-1, Proposed Development Program**.

**TABLE A-1
PROPOSED DEVELOPMENT PROGRAM**

Use	Size/Area	
Site Area^a	162,457	sf
	3.73	ac
Total Floors	7 aboveground levels	
	2 subterranean parking levels	
Building Height	85	feet
Live/Work Units		
Studio	49	du
One Bedroom	172	du
Two Bedroom	215	du
Three Bedroom	39	du
<i>Total Dwelling Units</i>	475	du
<i>Total Live/Work Floor Area</i>	516,101 ^b	sf
Commercial		
Commercial/Arts and Production	15,815	sf
Grocery Store	12,701	sf
Restaurant	16,878	sf
Long Term Bicycle Parking on Ground Floor	953	sf
Trash Room	1,586	sf
Storage	349	sf
Circulation	1,312	sf
<i>Total Commercial Floor Area</i>	49,594 ^b	sf
Total Floor Area	565,695	sf
Floor Area Ratio (FAR)	3.48:1	
Vehicle Parking		
Live/Work	729	spaces
Commercial	91	spaces
Patron, Guest, Employee	37	spaces
Total Vehicle Parking	857	spaces
LAMC Required^c	820	spaces
Bicycle Parking		
Live/Work	523	spaces
Commercial	46	spaces
Total Bicycle Parking	569	spaces
LAMC Required	569	spaces
Open Space and Recreational Amenities		
Publicly-Accessible Open Space	14,306	sf
Common Open Space for Project Residents	21,080	sf
Recreation Room/Fitness Area (Level 2)	1,991	sf
Private Open Space for Project Residents (Private Terraces and Patios)	7,263	sf
Total Open Space and Recreational Amenities	44,640	sf
LAMC Required^d	44,640	sf

^a Net area after dedication.

^b Floor area is calculated in accordance with LAMC Section 12.03, Los Angeles Department of Building and Safety (LADBS) Document No. P/BC 2002-021 – Calculating FAR and LADBS Case No. ZA 2007-3430 – Calculating Balconies as FAR, and generally excludes utility rooms, subterranean long term bicycle parking, service areas, and storage areas.

^c Because the Project would include an affordable housing component the Project is eligible for density bonus incentive and a reduction in parking requirements. Under LAMC Section 12.22.A.25(d)(1), Parking Option 1, each live/work unit shall provide 1 parking space for units with 0-1 bedrooms and 2 parking spaces for units with 2-3 bedrooms.

^d As a density bonus incentive, the Project is eligible for a 20 percent reduction in the required amount of open space, under LAMC Section 12.22.A.25(d)(6), Open Space.

Source: ESA PCR and BNIM, 2016

A conceptual site plan showing the building and open space areas is presented on **Figure A-3, Conceptual Site Plan**. A floor plan depicting the various commercial uses, open space areas, parking, and circulation on Level 1 is shown on **Figure A-4, Floor Plan – Level 1**. The live/work units, open space, and recreation areas are shown on **Figure A-5, Floor Plan – Level 2**. Elevations of the building as viewed from the north, south, east, and west are illustrated on **Figure A-6, Building Elevations**.

1. Commercial Uses

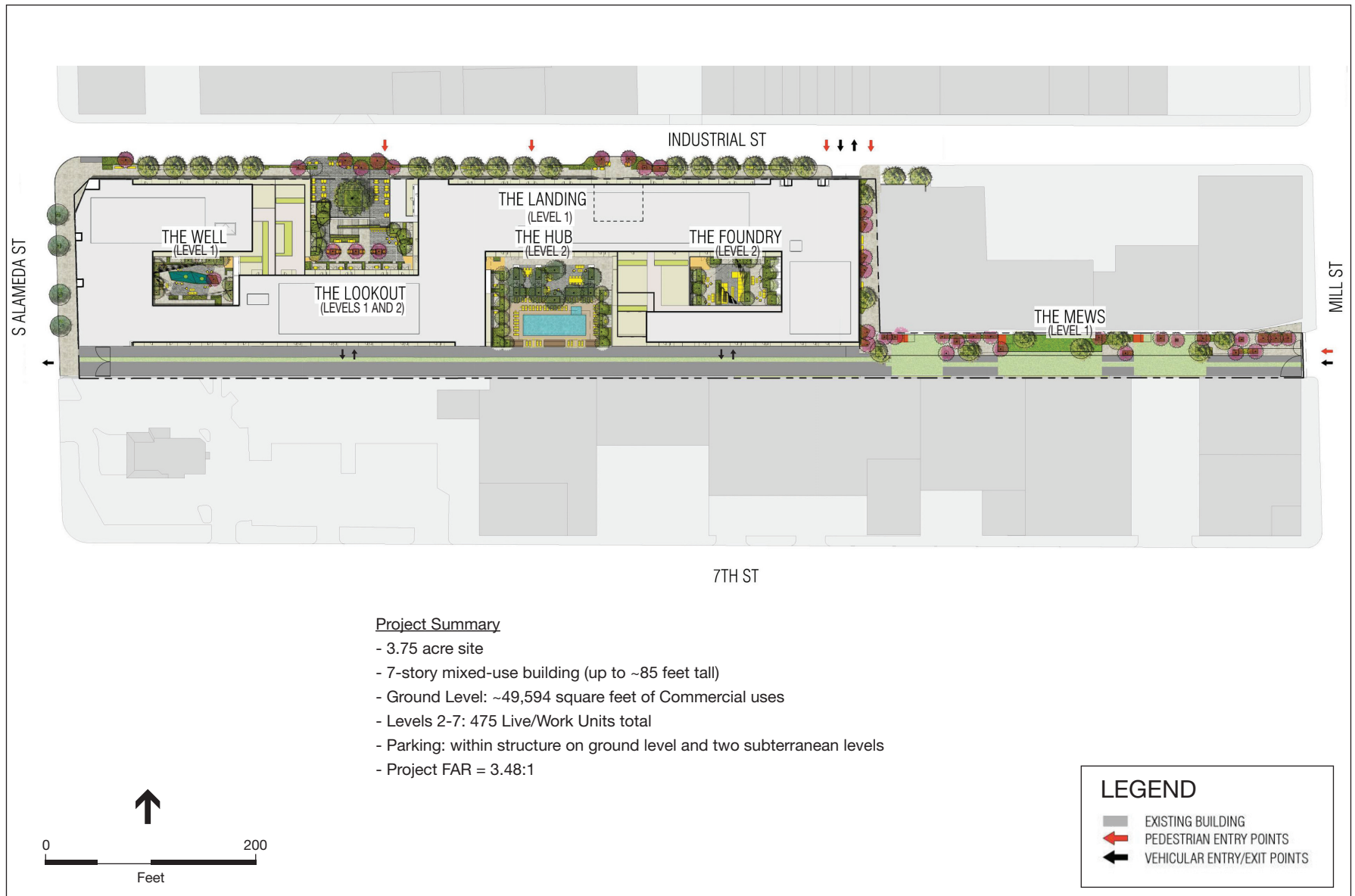
The Project's commercial uses would be located on the ground floor, fronting Industrial Street, with the exception of the grocery store, which would also include frontage on S. Alameda Street. These commercial uses would enhance and support existing commercial and residential uses in the surrounding area. The Project would provide 49,594 sf of commercial uses, which include 15,815 sf of commercial/arts and production space, a 12,701 sf full-service grocery store, 16,878 sf for restaurant, café, or bar uses, and 4,200 sf of other supporting space. As shown on Figure A-4, the restaurants and uses along Industrial Street would have individual entrances from the street and would be complemented by two plazas and sidewalk "bump-out" extensions with landscaping, tables, and patio seating. The proposed hours of operation for the grocery store and restaurants are 8:00 A.M. to 2:00 A.M., Monday through Sunday.

2. Live/Work Uses

The Project would include approximately 516,101 sf of live/work floor area with 475 units located above the commercial uses on Levels 2 through 7. As indicated on Table A-1, the Project would provide 49 studio units, 172 one bedroom units, 215 two bedroom units, and 39 three bedroom units. The units would range in size from approximately 400 sf to approximately 1,400 sf, averaging 876 sf. The Project would also provide 572 sf of live/work gallery space on the ground floor, a clubroom area, and fitness facility.

Pursuant to LAMC Section 12.22.A.25(c) the Project includes an affordable housing component, and as such, the Project qualifies for a by-right residential density bonus over the otherwise allowable maximum density. As stated in LAMC Section 12.22.A.18(a), for properties located within a C2 Zone and within a Regional Center Commercial land use designation, the permitted residential density is the same as within an R5 Zone, one dwelling unit per 200 sf of lot area, or 812 units.⁵ Since only 475 units are proposed, a density bonus would not be required. However, as an on-menu incentive under LAMC Section 12.22.A.25(f)(6) for providing affordable housing, the Project is requesting a 20 percent reduction in the required amount of open space. The Project is also requesting a reduction in parking allowed with the provision of affordable housing, as provided under LAMC Section 12.22.A.25(d)(1), Parking Option 1, where each live/work unit provides 1 parking space for units with 0-1 bedrooms and 2 parking spaces for units with 2-3 bedrooms.

⁵ Based on one dwelling unit per 200 sf and the net lot area of 162,457 sf. The overall density for the Project Site, based on the 475 units proposed is one dwelling unit per 342 sf.

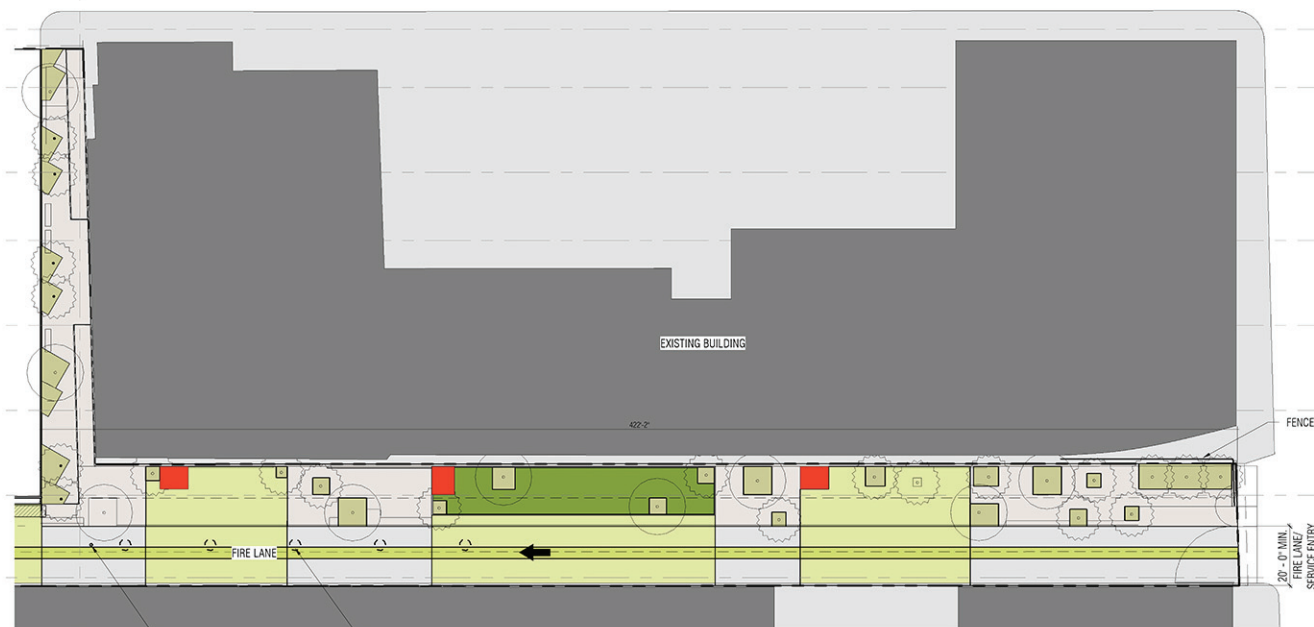
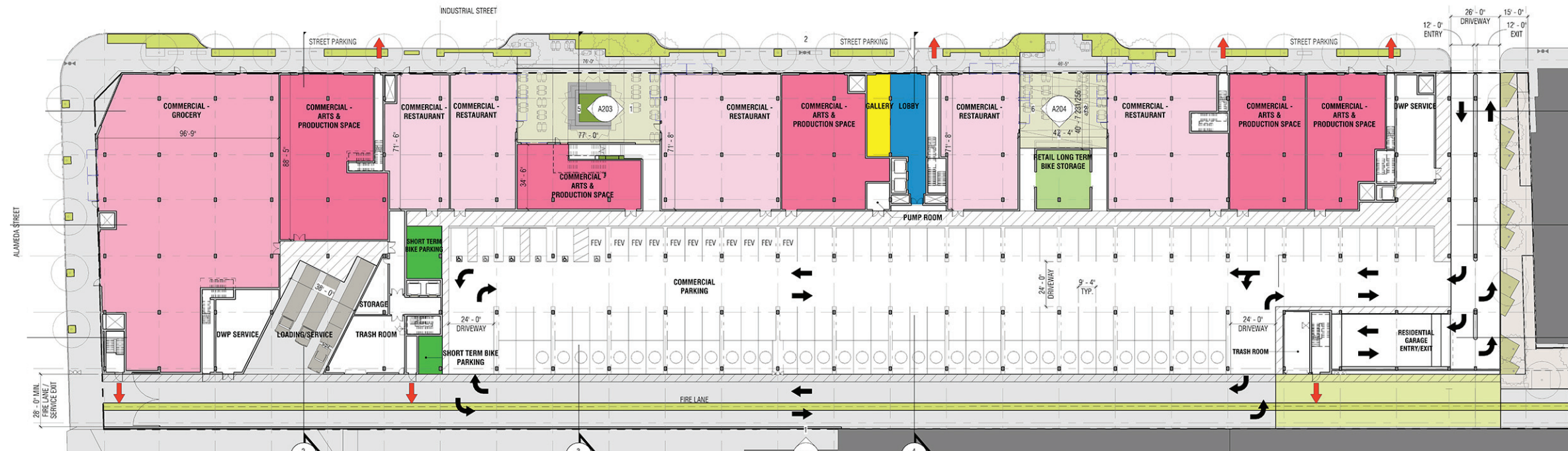


668 S. Alameda Street

SOURCE: BNIM, 2016

Figure A-3
Conceptual Site Plan

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LEGEND

- COMMERCIAL - ARTS & PRODUCTION SPACE
- COMMERCIAL - GROCERY
- COMMERCIAL - RESTAURANT
- LOBBY
- GALLERY
- SHORT TERM BIKE PARKING
- RETAIL LONG TERM BIKE STORAGE
- EXISTING FIRE HYDRANT (SEE CIVIL)
- NEW FIRE HYDRANT
- FEV FUEL EFFICIENT VEHICLE / POSSIBLE FUTURE ELECTRICAL CHARGING STATION
- SURPLUS STALL

SOURCE: BNIM, 2016



SOURCE: BNIM, 2016



668 S. Alameda Street

Figure A-5
Floor Plan - Level 2



1 ELEVATION - NORTH



2 ELEVATION - SOUTH



3 ELEVATION - WEST



4 ELEVATION - EAST

SOURCE: BNIM, 2016

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3. Proposed Land Use and Zoning

Development of the Project would require a General Plan Amendment, Vesting Zone Change, and Height District Change and other entitlements and approvals listed in Section F, Anticipated Project Approvals. The General Plan Amendment would change the current land use designation from Heavy Manufacturing/Industrial to Regional Center Commercial, which would permit the mix of commercial and live/work uses and would be consistent with other Regional Center Commercial designations along the Alameda corridor. The Vesting Zone Change would change the current zoning designation from M3 to C2, which would allow for the proposed range of commercial/arts and production uses. Pursuant to LAMC 12.22.A.18(a), developments that combine residential and commercial uses that are located in a C zone in a Regional Center land use designation are permitted at an R5 residential density of 200 du per acre.

The Height District Change from Height District No. 1 to Height District No. 2 would permit an increased FAR, from 1.5:1 to 6:1, although the proposed FAR is only 3.48:1. In addition, the Project would incorporate many of the development standards identified in the Hybrid Industrial Ordinance (Ordinance No. 184099) to ensure compatibility with the surrounding industrial, arts production, residential, and commercial uses. Such standards include: building height, the provision of pedestrian paseos and plazas, public art façades, residential gallery space; limitation to building mass; building to property line; buffering from heavy industrial uses; façade transparency; roof treatment; parking location; and signage.

4. Design and Architecture

The Project design introduces courtyards, paseos, varied rooflines, compatible building materials, and a retail storefront that encourages pedestrian activity. The building features an architectural style that is designed to be compatible with the surrounding industrial, commercial, and residential uses. The Project would serve as a creative base camp that would attract a wide spectrum of creators and artists and provide arts and production space and resident gallery space. The building design draws on the utilitarian nature of building materials to blend with the existing warehouse and industrial buildings found throughout this particular neighborhood of the Arts District. The Project's conceptual approach is characterized as "Buildings on a Building," respecting the long-standing tradition of commandeering industrial building rooftops for new development, and the adaptability of expansive warehouse and factories found throughout the neighborhood. Board Formed Concrete and Fiber Cement Paneling reinforce the Podium portion of the Project and provide a solid platform for lighter white and black metal panel clad upper buildings that are terraced with setbacks from adjacent streets. The Project presents an assemblage versus a single, monolithic building while simultaneously anchoring itself in the Arts District through a sensitive approach to fenestration and massing. A conceptual rendering of the Project from Industrial Street is depicted on **Figure A-7, Conceptual Rendering of Project from Industrial Street**.



668 S. Alameda Street

SOURCE: BNIM, 2016

Figure A-7

Conceptual Rendering of Project from Industrial Street

In addition, the Project's architecture of the ground floor commercial component is well articulated with much of the commercial space located along the property line on S. Alameda and Industrial Streets. The Project provides breaks between the ground floor commercial spaces with several pedestrian plazas and sidewalk "bump-out" extensions that would be pedestrian oriented and visually interesting while improving safety. The paseos provide a connection between Industrial Street and Mill Street and would be designed and landscaped for pedestrian use. As shown on Figure A-3, the pedestrian paseo from Industrial Street would be located toward the eastern end of its street frontage (perpendicular to Industrial Street) and would connect with the second pedestrian paseo that would run east to Mill Street.

5. Open Space, Landscaping, and Public Art

The Project would provide open space (of which some of it would be accessible to the public), as well as common and private open spaces, such as terraces and patios associated with the live/work uses. As shown in Table A-1, the Project would provide 44,640 sf of open space, of which 14,306 sf would be open space accessible to the public; 23,071 sf would be common open space for Project residents, including a 1,991 sf recreation room. The publicly-accessible and common open space areas would provide a wide range of indoor and outdoor amenities that would be located in several distinct nodes along with paseos and plazas on the ground floor. In addition to publicly-accessible and common open space there would be 7,263 sf of private open space in the form of a private terraces and patios.

As shown on **Figure A-8, Conceptual Landscape Plan – Level 1** and **Figure A-9, Conceptual Landscape Plan – Level 2**, the several distinct outdoor nodes are as follows:

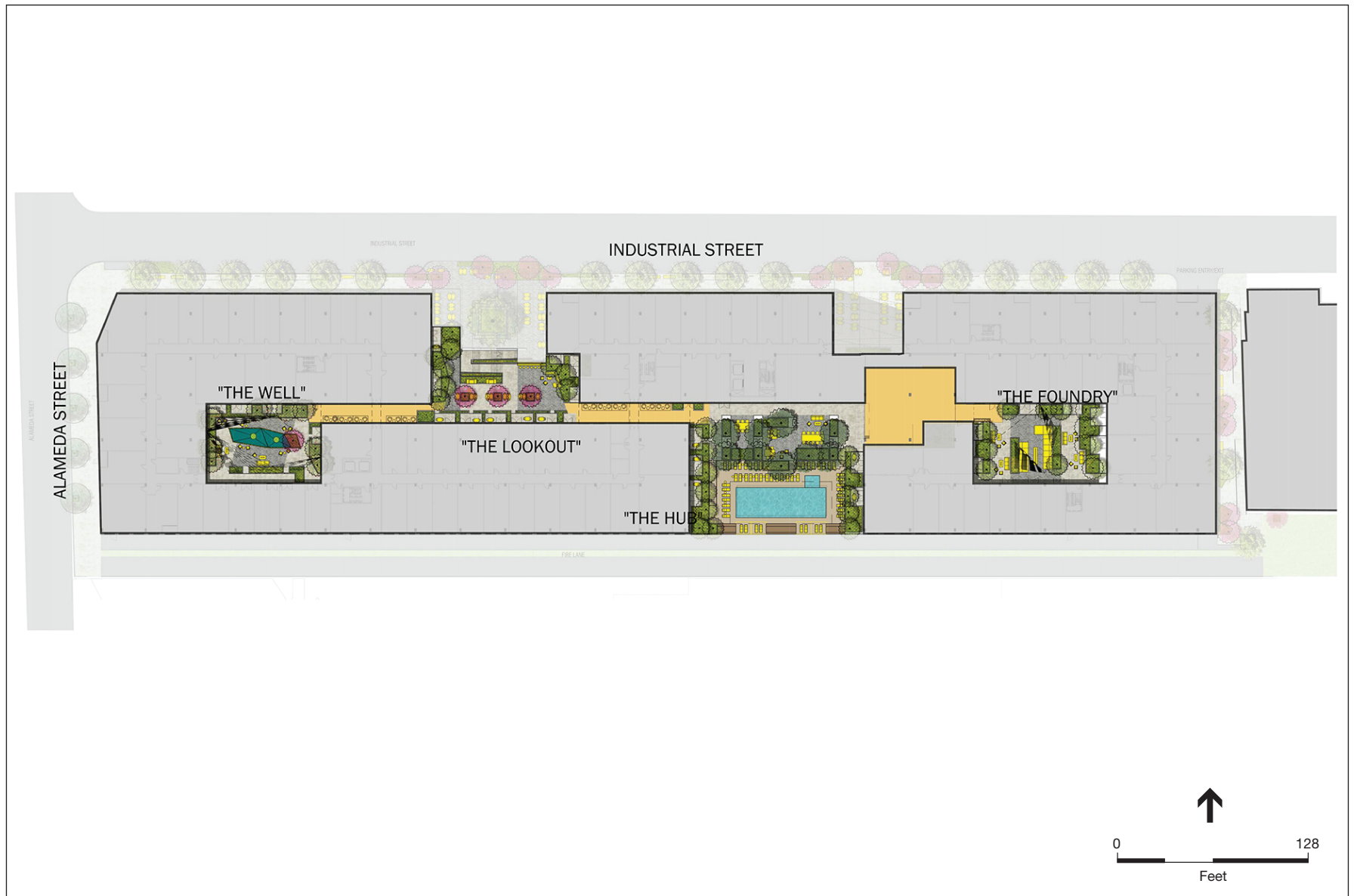
- The Lookout, on Level 1 is approximately 6,921 sf and provides publicly-accessible open space. This includes the larger of the two plazas on Industrial Street opposite a sidewalk "bump-out" extension that would have landscaping, seats, tables, and an artistic focal point and provide a staircase with secured access to the live/work terraces on Level 2 that overlook it.
- The Landing, on Level 1 is approximately 232 sf and is open to the sky. The Landing also provides publicly-accessible open space and is the smaller plaza also opposite a sidewalk "bump-out" extension with landscaping, tables and chairs.
- The Hub, on Level 2 is approximately 9,770 sf and provides common open space for Project residents. The Hub would include the pool deck, several shade trees, and lounge areas.
- The Well is approximately 3,330 sf and provides a smaller enclave of shaded, landscaped seating, and grassy areas toward the west end of Level 2 for Project residents.
- The Foundry is approximately 3,871 sf and provides additional shaded, landscaped seating, and grassy areas toward the east end of Level 2 for Project residents.
- The Mews is approximately 11,262 sf and consists of two intersecting paseos on the ground level that provide a key connection that is accessible to the public between Industrial Street and Mill Street. The Mews would also include shaded, landscaped walkways that would incorporate art of different mediums, seating areas, and kiosks.
- The remaining 1,935 sf consists of common amenity space located adjacent to, and connecting The Hub and The Foundry courtyard.



668 S. Alameda Street

SOURCE: BNIM, 2016

Figure A-8
Conceptual Landscape Plan - Level 1



SOURCE: BNIM, 2016

668 S. Alameda Street

Figure A-9
Conceptual Landscape Plan - Level 2

The Project would provide 7,493 sf of publicly-accessible and common open space landscaping. As shown in Figure A-8 and A-9, landscaping would be provided along Industrial Street, S. Alameda Street, the public walkways, and within the publicly-accessible and common open space areas previously described (i.e., The Lookout, The Landing, The Mews, The Well, The Hub, and The Foundry). As shown in Appendix A, Tree Assessment, of this Initial Study, the one existing tree on the Project Site would be removed as part of the Project. However, the Project would substantially increase the number of trees providing 119 trees (one 24” box tree for every four dwelling units) per LAMC Section 12.21.G. In addition, the Project would result in the removal of two existing street trees within the S. Alameda Street right-of-way that would be replaced at a 2:1 ratio within the S. Alameda Street and Industrial Street right-of-ways in accordance with the City’s Street Tree Ordinance and Department of Public Works, Bureau of Street Services, Urban Forestry Division requirements (i.e., four trees). Therefore, the Project would provide a total of 123 trees, resulting in a net increase of 120 trees compared to existing conditions. As shown on Figure A-8, four street trees are proposed within the S. Alameda Street right-of-way and 17 street trees are proposed within the Industrial Street right-of-way for a total of 21 street trees, which would exceed the Bureau of Street Services tree removal and replacement requirements. The remaining 102 trees would be planted within the Project Site.

In addition to publicly-accessible and common open space landscaping, the Project would provide public art/façade treatments, such as murals on several walls within the Project Site. A monumental piece would be at the diagonal wall on the corner of S. Alameda and Industrial Streets facing northwest. The corner wall will be approximately 36 feet long, and extend the full height of the building of approximately 85 feet. Public art façade treatment could also be provided on the east wall of the building along the paseo facing Mill Street, which would be approximately 70 feet in height, from the second floor to the roof. Another public art façade opportunity would be along the south wall facing 7th Street along The Mews and south access road, which would be approximately 12 feet in height and approximately 393 feet in length from S. Alameda to Mill Streets on the southern property line. The south wall would provide a physical and visual buffer between the Para Los Niños Charter School and the access road. In addition, the Project is planning to engage with the Para Los Niños Charter School to participate in an annual public art installation. All murals would conform to the requirements of the Mural Ordinance (Ordinance No. 182706) which regulates the size, height, spacing, materials, and location of original art murals. As mentioned above, public art space could be provided within The Mews and The Lookout. As a component of the Project, 15,815 sf of commercial/arts and production space and 572 sf of live/work gallery space would be provided.

6. Access and Circulation, Parking, and Bicycle Amenities

As shown on Figure A-4, vehicular access to the Project parking structure for commercial and live/work uses would be available from Industrial Street, with delivery truck, service, and emergency vehicle access available to enter from Mill Street and exit onto S. Alameda Street via an access road that traverses the southern Project Site boundary. Parking for visitors would be provided at the ground level of the structure, with parking for residents provided within two levels of subterranean parking. The Project would provide approximately 857 vehicle parking spaces which would exceed LAMC requirements with the inclusion of an eligible affordable

housing component. Reduced parking would be provided pursuant to LAMC Section 12.22.A.25(d)(1), Parking Option 1, which states that each residential unit shall provide 1 parking space for units with 0-1 bedrooms and 2 parking spaces for units with 2-3 bedrooms. Of the 857 vehicle parking spaces, 91 spaces would be designated for commercial uses, 729 parking spaces would be provided for live/work uses, and 37 parking spaces would be for use by the Project's patrons, guests, or employees. The commercial and guest parking would generally be located on the ground level and the live/work parking would generally be located within the two subterranean levels of the parking structure. The ground level of the parking structure would not be visible from Industrial Street as it would be located behind the commercial store fronts. Delivery, service, and emergency vehicles would enter the parking structure from the service/emergency access road.

The Project's ground floor commercial uses would front Industrial Street, with the grocery store also having frontage along S. Alameda Street. Direct pedestrian access to the commercial uses would be provided from sidewalks along Industrial Street and at the corner of S. Alameda Street and Industrial Street. Pedestrian access to the live/work component would be from two primary pedestrian entrances on Industrial Street and via elevator from two subterranean parking levels. Pedestrian access to the Project Site would include a paseo that connects Industrial Street in a north/south direction with a second paseo that extends east to Mill Street (The Mews).

The Project would provide 569 bicycle parking spaces, including 46 spaces for commercial uses and 523 spaces for the live/work uses. Of these 569 bicycle parking spaces, 71 spaces would be short-term and 498 spaces would be long-term and would meet LAMC Section 12.21.A.16 requirements. As shown on Figure A-4, the 23 short-term bicycle parking spaces for the commercial uses and 48 short-term spaces for the live/work uses would be located in three convenient locations behind the ground floor commercial uses. The 23 long-term bicycle parking spaces for the commercial uses and 475 long-term bicycle parking spaces for live/work uses would be located by the pedestrian plaza and also along the edges of the first subterranean level of the parking structure. Personal lockers would be required for long-term bicycle parking associated with commercial uses. In addition, a workspace (i.e., Bike Shop or Bike Spa) of 100 sf would be provided for bicycle maintenance. The Bike Shop would include a work table, bike pump, bike stand, and tools for bike repair.

7. Lighting and Signage

Project Site signage would include building identification, wayfinding, and security markings. Commercial and residential signage would be similar to other signage in the Project vicinity and no off-site signage is proposed. All proposed signage would conform to the size, type, and placement requirements of the Hybrid Industrial Ordinance and LAMC Article 4.4. Original art mural signage would conform to the Mural Ordinance which prohibits commercial advertising. Pedestrian and publicly accessible areas would be well-lighted for security. Project lighting would also include ground level commercial lighting, common and private open area lighting, interior and outdoor lighting from commercial and residential areas, accent lighting, and mural lighting. Lighting fixtures on the Project Site would be shielded and directed toward the areas to be lit and away from any adjacent sensitive areas, such as residential uses. Furthermore, the

Project would be required to comply with LAMC Section 93.0117(b) which limits exterior lighting to no more than two foot candles of lighting intensity on any property containing residential units. In accordance with the Mural Ordinance, lighting of murals would be limited to no greater than three foot candles above ambient lighting as measured at the property line of the nearest residentially-zoned properties.

8. Site Security

The Project would incorporate a security program to ensure the safety of Project residents and visitors. The buildings would include controlled access to the live/work units and common open space areas. Access to commercial and restaurant uses, publicly-accessible open space areas, and paseos would be unrestricted during business hours, with public access discontinued after businesses have closed. Facility operations would include staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services. Site security would include provision of 24 hour video surveillance and full-time security personnel. Duties of the security personnel would include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. The Project design would also include lighting of entryways, publicly-accessible areas, and common building and open space areas associated with the live/work units for security purposes.

9. Sustainability Features

The Project would be designed to meet the standards of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver level. The Project would also comply with the City of Los Angeles Green Building Code, which builds upon and sets higher standards than those incorporated in the 2010 California Green Building Standards Code (CALGreen). Some of the Project's key design features that contribute to energy efficiency include: a cool roof; electric vehicle chargers and 33 electric vehicle spaces (11 for non-residential uses and 22 for residential uses); energy efficient appliances; reduced indoor water use by at least 20 percent; water efficient plumbing fixtures and fittings; and water-efficient landscaping.

The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors. The Project will also promote bicycle transportation by providing 569 bicycle parking spaces. The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure.

10. Anticipated Construction Schedule

Project construction would take place in a single phase anticipated to begin in 2018 with Project buildout projected for 2022. To provide for the new development, approximately 156,000 cubic yards of soil would be excavated, all of which is expected to be exported off site.

F. Anticipated Project Approvals

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but not necessarily be limited to, the following:

- General Plan Amendment pursuant to City Charter Section 558 and LAMC Section 11.5.6, from Heavy Manufacturing/Industrial to Regional Center Commercial;
- Vesting Zone Change pursuant to LAMC Section 12.32.Q from M3 to C2;
- Height District Change pursuant to LAMC Section 12.32.F from Height District No. 1 to Height District No. 2;
- Master Conditional Use Permit pursuant to LAMC Section 12.24.W.1 to permit the sale and dispensing of a full line of alcoholic beverages for off-site consumption for one establishment, and on-site consumption for up to five establishments, for a total of up to 29,640 sf;
- Site Plan Review approval for a development that creates an increase of 50 or more dwelling units pursuant to LAMC Section 16.05;
- Density Bonus Compliance Review pursuant to LAMC Section 12.22.A.25(g)(2) for the Project to include an affordable housing component and utilize an on-menu density bonus incentive to reduce the open space requirement by up to 20 percent and an off-menu density bonus incentive to provide relief from LAMC 12.21.A.5.c and permit 24 percent (114 spaces) of the number of primary parking spaces for each live/work unit (475 spaces) to be designed as compact spaces.
- Vesting Tentative Map No. 74537 pursuant to LAMC Section 17.15 to merge the existing lots and re-subdivide into one master lot and three airspace lots for live/work and commercial condominium purposes;
- Deviation from Advisory Agency Policy No. 2000-1 to permit 729 parking spaces for the 475 live/work units at a ratio of 1.53 parking spaces per unit;
- Certification of an Environmental Impact Report;
- Demolition permits;
- Haul Route approval;
- Grading, excavation, foundation, and associated building permits;
- Original Art Mural approval for the murals proposed on several walls within the Project Site; and
- Other entitlements and approvals as deemed necessary by the City to implement the Project.

Attachment B

**Explanation of Checklist
Determinations**

ATTACHMENT B

Explanation of Checklist Determinations

I. Aesthetics

SB 743 (PRC §210099(d)) sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The related City of Los Angeles Department of City Planning Zoning Information File ZI No. 2451 provides further instruction concerning the definition of transit priority projects and affirms that aesthetics need not be evaluated in environmental documentation prepared in accordance with CEQA for these projects.¹ Since the Project qualifies as an employment center project within a transit priority area, its potential aesthetic effects need not be studied in this EIR. However, for purposes of disclosure and conservative analysis, the EIR will consider such effects in comparison to applicable thresholds.

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The Project Site is located within a highly urbanized area southeast of Downtown Los Angeles. Visual resources of merit in the Project vicinity include the Downtown Los Angeles skyline to the northwest and the historic structures that comprise the ROW DTLA development which includes creative office and studio space, retail shops, and restaurants, at the southwest corner of the intersection of 7th Street and S. Alameda Street, and other historic buildings to the south and east. Because the Project would introduce mid-rise buildings and increase overall density on the Project Site, it could have an effect on scenic vistas from some locations in the Project vicinity. Therefore, it is recommended that this issue be analyzed further in an EIR.

¹ City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2451, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: <http://www.alston.com/files/docs/ZI%202451-TPA-Aesthetics-and-Parking.pdf>. Accessed on September 29, 2016.

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?

Potentially Significant Impact. The Project Site is not located within a designated City- or State-designated scenic highway or associated view corridor.² However, the Downtown Los Angeles skyline and the ROW DTLA historic complex may be considered scenic resources and includes City-designated historical resources. The introduction of a new mid-rise tower may indirectly affect scenic resources in the Downtown Los Angeles area. Therefore, it is recommended that this topic be analyzed further in an EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The Project would replace the existing cold storage facility with a mixed-use development. The building would rise to a height of 85 feet above grade, and the Project would provide up to approximately 565,695 square feet (sf) of floor area, consisting of live/work and commercial uses. As the Project would alter the existing urban visual character of the Project Site and its surroundings by increasing the height and density of on-site development, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. The Project Site is located within a highly urbanized area southeast of Downtown Los Angeles, which is characterized by medium to high ambient nighttime artificial light levels. At night, the surrounding development typically generates moderate to high levels of interior and exterior lighting for security, parking, signage, architectural lighting, and landscaping/decorative purposes. Street lights and traffic on local streets also contribute to relatively high ambient light levels in the area. The Project would contribute to ambient nighttime illumination as the Project's new architectural lighting, security lighting, interior and outdoor lighting from residential and commercial areas, and illuminated signage/murals is expected to increase light levels over existing conditions. Some lighting elements may be visible from nearby off-site vantages, including existing residential uses north and east of the Project Site and planned residential uses to the north of the Project Site. In addition, the Project would introduce new building surface materials to the Project Site with the potential to generate glare. Therefore, it is recommended that this topic be analyzed further in an EIR.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the proximity of shade-sensitive land uses, or receptors.

² City of Los Angeles General Plan Transportation Element, Map E: Scenic Highways In the City of Los Angeles. June 1998. Available at http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E_Scnc.gif. Accessed on October 2, 2016.

The Project vicinity is characterized by a number of low- and medium-density hybrid and industrial uses, which are not shade- sensitive receptors.

However, there are existing and planned residential uses located in the Project vicinity. As the Project would increase the height of on-site development, it could have an impact on shade sensitive residential uses, therefore, it is recommended that this topic be analyzed further in an EIR.

II. Agricultural and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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

No Impact. The Project Site is located within the Arts District of Downtown Los Angeles and is currently developed with cold storage facilities, including associated office/administrative facilities, loading docks, and surface parking. No agricultural uses or related operations are present on the Project Site or in the surrounding highly urbanized area. As such, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.³ Since the Project would not convert farmland to non-agricultural uses, there would be no impact. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is designated as Heavy Industrial on the Central City North Community Plan General Plan Land Use Map with a corresponding zoning of M3-1-RIO (Heavy

³ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland Map 2014. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>. Accessed on September 29, 2016.

Industrial, Height District 1, River Improvement Overlay District). The Project Site comprises a relatively flat parcel developed with cold storage facilities.

No agricultural zoning is present in the Project vicinity, and no nearby lands are enrolled under the Williamson Act.⁴ As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and there would be no impact. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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

No Impact. As discussed in the response to Checklist Question II.b, the Project Site is zoned M3-1-RIO. The Project Site is currently occupied by cold storage facilities, associated office/administrative facilities, loading docks, and surface parking. Furthermore, consistent with the urbanized area surrounding the Project Site, the larger Project vicinity is zoned for industrial and manufacturing uses. No forest land or land zoned for timberland production is present on the Project Site or in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland, and there would be no impact. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

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

No Impact. The Project Site consists of developed cold storage facilities and no forest land exists in the Project vicinity. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and there would be no impact. No further analysis of this topic is necessary and no mitigation measures are required.

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

No Impact. There are no agricultural uses or related operations on or near the Project Site, which is located southeast of Downtown Los Angeles, a highly urbanized portion of the City. Therefore, the Project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur. No further analysis of this topic is necessary and no mitigation measures are required.

⁴ California Department of Conservation, Division of Land Resource Protection, Los Angeles County Williamson Act Map FY 2015/2016. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf. Accessed on September 29, 2016.

III. Air Quality

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

Would the project:

a) Conflict with or obstruct implementation of the Air Quality Management Plan or Congestion Management Plan?

Potentially Significant Impact. The Project Site is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Governments (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted December 7, 2012 and outlines the air pollution control measures needed to meet Federal particulate matter (PM_{2.5}) standards by 2015 and ozone (O₃) standards by 2024. The 2016 AQMP is currently under review and will contain measures to meet 24-hour PM_{2.5} standards by 2019, annual PM_{2.5} standards by 2025, and 1-hour ozone (O₃) standards by 2022. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from that included in earlier AQMPs. The Project would support and be consistent with several key policy directives set forth in the AQMP. For example, the Project would provide for new residential and commercial uses in proximity to other commercial and residential uses, as well as provide a range of employment opportunities. The Project would also locate new development in proximity to existing public transit facilities, including Los Angeles County Metropolitan Transportation Authority (Metro) rail stations and various bus stops, and redevelop a Project Site already served by existing infrastructure. Notwithstanding these attributes, the Project has the potential to increase the amount of traffic in the area which would consequently generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from construction of the Project would also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this topic be analyzed further in an EIR.

With respect to Project consistency with the Congestion Management Program (CMP) administered by Metro, see the response to Checklist Question XVI.b, Transportation/Traffic.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project Site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that comprise the Basin in terms of non-attainment of the standards. The Basin is currently in

non-attainment for O₃, particulate matter less than 10 microns in diameter (PM₁₀)⁵, and less than 2.5 microns in diameter (PM_{2.5}) on Federal and State air quality standards.

The Project would result in increased air emissions associated with construction and operational traffic. Therefore, it is recommended that this topic be analyzed further in an EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM₁₀, and PM_{2.5}) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed in the response to Checklist Question III.b, the Project would result in increased air emissions from construction and operational traffic in the Basin, an air quality management area currently in non-attainment of Federal and State air quality standards for O₃, PM₁₀, and PM_{2.5}. As such, implementation of the Project could potentially contribute to cumulatively significant air quality impacts in combination with other existing and future emission sources in the project area. Therefore, it is recommended that this topic be analyzed further in an EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The Project Site is located in the downtown area of Los Angeles, which includes a mix of uses, including residential, schools, and other sensitive uses, in the Project vicinity. Construction activities and operation of the Project could increase air emissions above current levels, thereby potentially affecting nearby sensitive receptors. Therefore, it is recommended that this topic be analyzed further in an EIR.

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

Less Than Significant Impact. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The Project involves a mixed-use development that includes live/work and commercial uses, and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Odors associated with Project operation would be limited to those associated with on-site waste generation and disposal (e.g., trash cans, dumpsters) and occasional minor odors generated during food preparation activities. Thus, Project operation is not expected to create objectionable odors. Activities and materials associated with construction would be typical of construction projects of similar type and size. On-site trash receptacles would be covered and properly maintained in a manner that promotes odor control. Any odors generated during construction of the Project would be localized and

⁵ As noted in the 2012 AQMP, the Basin has met the PM₁₀ standards at all stations and a request for re-designation to attainment status is pending with U.S. Environmental Protection Agency.

would not be sufficient to affect a substantial number of people or result in a nuisance as defined by South Coast Air Quality Management District (SCAQMD) Rule 402. Impacts with regard to odors would be less than significant. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

IV. Biological Resources

Would the project:

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

No Impact. The Project Site is located in a highly urbanized area and is currently developed with cold storage facilities, associated office/administrative facilities, loading docks, and surface parking. The Project Site has been operating as a cold storage facility since 1984. As indicated in Appendix A, Tree Assessment, of this Initial Study, there is one tree present within the Project Site and two street trees within the S. Alameda Street right-of-way. None of the trees on the Project Site or within the adjacent right-of-way are native or protected (as defined by the Los Angeles Municipal Code (LAMC) Section 17.02).⁶ Because of the urbanized nature of the Project Site and Project vicinity, the Project Site does not support habitat for candidate, sensitive, or special status species. Therefore, no impacts to candidate, sensitive, or special status species would occur. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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

No Impact. As discussed in the response to Checklist Question IV.a, the Project Site and surrounding area are located in a highly urbanized setting. The Project Site does not contain any drainage channels to the river, riparian habitat, or other sensitive natural communities as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City of Los Angeles.⁷ Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive

⁶ Tree Assessment for the Project Site located at 668 S. Alameda Street, Los Angeles, CA, Rios Clementi Hale Studios, September 8, 2016, included in Appendix A of this Initial Study.

⁷ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, at page 2.18-13. Available at: <http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkfeir/FrameworkFEIR.pdf>. Accessed on September 29, 2016.

natural community. No further analysis of this topic is necessary and no mitigation measures are required.

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?

No Impact. As discussed in the response to Checklist Question IV.a, the Project Site is located in a highly urbanized area and is developed with cold storage facilities, associated office/administrative facilities, loading docks, and surface parking. The surrounding area has been fully developed with urban uses and associated infrastructure. The Project Site does not contain any wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have an adverse effect on federally protected wetlands. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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?

No Impact. As stated in the response to Checklist Question IV.a, the Project Site is currently developed with cold storage facilities, associated office/administrative facilities, loading docks, and surface parking. Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, as well as there being only a few non-native and unprotected trees within the Project Site and surrounding streets, the Project Site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, the Project would not interfere 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 further analysis of this topic in an EIR is necessary and no mitigation measures are required.

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

Less Than Significant. As stated in the response to Checklist Question IV.a, the Project Site is a developed lot with a few non-native and unprotected trees within the project boundary and surrounding streets. No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC), exist on the Project Site. One tree is located on the Project Site and two street trees are located within the adjacent S. Alameda Street right-of-way. In accordance with LAMC Section 12.21.G.2, Open Space Requirement for Six or More Residential Units, the Project would be planting one 24-inch box tree for every four dwelling units, ultimately replacing the removed tree with 119 new on-site trees. In addition, the Project would replace the two existing street trees at a 2:1 ratio in accordance with the City's Street Tree

Ordinance and Department of Public Works, Bureau of Street Services, Urban Forestry Division requirements.

The one existing tree located on the Project Site would be removed. The existing tree that would be removed is not considered a protected tree or significant non-protected tree (i.e., non-protected trees with a trunk diameter of eight inches or greater at a height of 54 inches above the ground) by the City. Development of the Project would also result in the removal of two existing street trees within the adjacent right-of-way within S. Alameda Street. Because it is the City's policy to retain or replace any street trees removed during Project development, any street trees that would be removed as part of the Project would be replaced in accordance with the City's Street Tree Ordinance and Urban Forestry Division requirements. Specifically, the City's policy is to replace all significant, non-protected trees (8 inch or greater or cumulative trunk diameter if multi-trunked, as measured 54 inches above ground) with a minimum of 24-inch box tree. Further, per the City's Street Tree policies, the Urban Forestry Division's policy is to replace street trees removed during the construction of a project at a 2:1 ratio (i.e., four trees). The street trees would be replaced within the S. Alameda Street and Industrial Street right-of-ways. As shown on Figure A-8, four street trees are proposed within the S. Alameda Street right-of-way and 17 street trees are proposed within the Industrial Street right-of-way for a total of 21 street trees, which would exceed the Bureau of Street Services tree removal and replacement requirements. The remaining 102 trees would be planted within the Project Site. Therefore, any street trees or trees interior to the Project Site that would be removed as part of the Project would be replaced in accordance with the City's policies and there would be a net increase of 120 trees compared to existing conditions.

Prior to the issuance of any permit, during plan check review, the Applicant would be required to submit a plot plan demonstrating a minimum 2:1 replacement ratio of existing significant, non-protected trees. Further, approval a Tree Removal Permit by the Board of Public Works per the current standards of the Urban Forestry Division, would be required prior to issuance of a Certificate of Occupancy. Review and approval of the Tree Removal Permit would ensure street trees are replaced in accordance with City policy. All other landscaping would comply with all requirements of the LAMC and the City's Urban Forestry Division's requirements. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources, and impacts are less than significant. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

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

No Impact. As discussed in the response to Checklist Question IV.a, the Project Site is located within a developed, urbanized area and does not provide habitat for any sensitive biological resources. The Project Site is not located within a habitat conservation plan, natural community

conservation plan, or other approved local, regional, or State habitat conservation plan.⁸ Therefore, the Project would not conflict with the provisions of any adopted conservation plan, and no impact would occur. No further analysis of this topic is necessary and no mitigation measures are required.

V. Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines §15064.5?

Potentially Significant Impact. A historical resource is defined in Section 15064.5(a)(3) of the State CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as those associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

The buildings that currently occupy the Project Site were constructed between 1984 and 2001; therefore, no direct impacts on historical resources would occur. Because there are buildings in the vicinity that are over 45 years in age and therefore may qualify as historical resources, there is a potential for the Project to have significant indirect impacts on historical resources. Therefore, it is recommended that potential impacts to historical resources be further analyzed in an EIR, pursuant to the State CEQA Guidelines Section 15064.5.

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

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the State CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site has been previously graded and developed. Thus, surficial archaeological resources that may have existed at one time have been previously disturbed. Nonetheless, Project construction would require grading and excavation activities for building foundations and subterranean parking that could have the potential to disturb existing but

⁸ California Department of Fish and Wildlife, Habitat Conservation Planning Branch, Natural Community Conservation Plans (NCCPs) Summaries, California Regional Conservation Plans Map, August 2015 and Summary of NCCPS, September 2016. Available at: <https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans>. Accessed on September 29, 2016.

undiscovered archaeological resources. Therefore, it is recommended that this topic be further analyzed in an EIR to determine the potential for, and significance of, any impacts on archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The Project Site has been previously graded and developed or paved. In addition, no unique geologic features are anticipated to be encountered during project construction. Therefore, the Project is not expected to directly or indirectly destroy a unique geologic feature. However, the Project would require grading and excavation for building foundations and subterranean parking that could extend into native soils potentially containing undiscovered paleontological resources.

Therefore, it is recommended that this topic be analyzed further in an EIR to determine the potential for, and significance of, any impacts on paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. As previously indicated, the Project Site has been previously graded and developed. Nonetheless, the Project Site would require excavation that would extend into native soils. Since the potential exists to encounter human remains during excavation activities, it is recommended that this topic be analyzed further in an EIR to determine the potential for, and significance of, any disturbances of human remains.

e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?

Potentially Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Any information gained during the consultation process will be used to analyze impacts to tribal cultural resources in the EIR. The existence of tribal cultural resources on the Project Site is currently unknown; it is therefore recommended that this topic be analyzed further in an EIR to determine the potential for, and significance of, tribal cultural resources.

VI. Geology and Soils

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The seismically active region of Southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those that have shown evidence of movement within the past 11,000 years (i.e., during the Holocene Epoch).

Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago (i.e., during the Pleistocene Epoch). Inactive faults are those that have exhibited displacement greater than 1.6 million years before the present (i.e., during the Quaternary Epoch). Blind thrust faults are low angle reverse faults with no surface expression. Due to their buried nature, the existence of blind thrust faults is not usually known until they produce an earthquake.

Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The CGS has established earthquake fault zones known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults to assist cities and counties in planning, zoning, and building regulation functions. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City's General Plan Safety Element has designated fault rupture study areas extending along each side of active and potentially active faults to establish areas of hazard potential due to fault rupture.

The Project Site is not located with an Alquist-Priolo Earthquake Fault Zone and the closest fault is the Puente Hills Blind Thrust, located approximately one kilometer (0.6 miles) away.⁹ However, since the Project Site is located within the seismically active Southern California region, the Project could expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. In order to adequately address these conditions, it is recommended that this topic be analyzed further in an EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located within the seismically active Southern California region. The level of ground shaking that would be experienced at the Project Site from active or potentially active faults or blind thrust faults in the region would be a function

⁹ City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report: 668 South Alameda Street. Generated October 2, 2016.

of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. Active faults that could produce shaking at the Project Site include the Whittier-Elsinore Fault, San Jacinto Fault, San Andreas Fault and numerous other smaller faults and blind thrust faults found throughout the region. As with any new project development in the State of California, Project building design and construction would be required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provision of the 2013 California Building Code (CBC). The 2013 CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Nonetheless, it is recommended that this issue be analyzed further in an EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking.

Specifically, liquefaction occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable soil material into a fluid-like state. This fluid-like state can result in horizontal and vertical movements of soils and building foundations from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction occurs when three general conditions exist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion.

The CGS has delineated seismic hazard zones in areas where the potential for strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events are likely to occur. Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of a site are investigated and appropriate mitigation measures, if any, are incorporated into development plans. In addition, the City's General Plan Safety Element has designated areas susceptible to liquefaction. The Project Site is not located in a City-designated liquefaction zone.¹⁰ However, because historic groundwater levels are currently unknown, further analysis is recommended to determine the potential for, and significance of, seismic-related ground failure and liquefaction. Therefore, it is recommended that this topic be analyzed further in an EIR.

¹⁰ City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 668 South Alameda Street. Generated October 2, 2016.

iv) Landslides?

No Impact. The Project Site is not located within a City-designated Hillside Grading Area, is not subject to the City's Hillside Ordinance, and is not located in a City-designated Landslide area.¹¹⁻¹² Additionally, the Project Site is located in the Arts District on the eastern edge of Downtown Los Angeles. Further, the Project Site is not in close proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site. Therefore, the Project would not expose people or structures to potential substantial adverse effects involving landslides and no impact would result. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. During construction, the 3.75-acre Project Site would be subject to ground-disturbing activities (e.g., excavation, grading, soil stockpiling, foundation construction, the installation of utilities). These activities would expose soils for a limited time, allowing for possible erosion. In addition, the change in on-site drainage patterns resulting from the Project could also result in limited soil erosion. Thus, it is recommended that the potential for soil erosion resulting from construction and operation of the project be analyzed further in an EIR.

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

Potentially Significant Impact. As previously discussed in response to Checklist Questions VI.a.iii and a.iv, liquefaction hazards were concluded to be potentially significant and landslide hazards were concluded to have no impact. Subsidence occurs when a void is located or created underneath a surface, causing the surface to collapse. Common causes of subsidence include tunnels or wells (i.e., oil or groundwater), beneath a surface. No oil wells are located on the Project Site.¹³ However, because historic groundwater levels are currently unknown, with the Project Site subject to potentially high levels of seismic activity, it is recommended that the potential for lateral spreading, subsidence, liquefaction, and collapse be evaluated in an EIR.

d) 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?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying.

¹¹ Ibid.

¹² City of Los Angeles General Plan Safety Element, Exhibit C: Landslide Inventory & Hillside Areas. Available at: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed on October 2, 2016.

¹³ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit E–Oil Fields and Oil Drilling Areas in the City of Los Angeles. Available at <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed on October 2, 2016.

Because the soils on the Project Site are currently unknown, there is potential for the soils on the Project Site to be subject to expansion and shrinkage resulting from changes in the moisture content. Therefore, it is recommended that this topic be further evaluated in an EIR.

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

No Impact. The Project Site is located in an urbanized area where wastewater infrastructure is currently in place. The Project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

VII. Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Construction and operation of the Project would increase greenhouse gas (GHG) emissions that have the potential to either individually or cumulatively result in a significant impact on the environment. In addition, the Project would generate vehicle trips that would contribute to the emission of GHGs.

The amount of GHG emissions associated with the Project has not been estimated at this time. Therefore, it is recommended that this topic be further evaluated in an EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The Project would be required to comply with the City's Green Building Code pursuant to Chapter IX, Article 9, of the LAMC. In conformance with these requirements, the Project would be designed to reduce GHG emissions through various energy conservation measures. In addition, the Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in California Air Resources Board AB 32 Scoping Plan, which describes the approaches California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. In addition, because the Project would be designed to meet LEED Silver standards, the Project would incorporate sustainable elements of design during construction and operation. However, the GHG emissions associated with the Project have not been estimated at this time. Therefore, further evaluation in an EIR is recommended.

VIII. Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the Project Site. Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. As with construction, any emissions from the use of such materials regarding the operation of the Project would be minimal and localized to the Project Site. However, the potential for the presence of hazardous environmental conditions on the Project Site will be analyzed further in an EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The Project Site is not located within a City-designated Methane Zone.^{14,15} Buildings demolished on site may contain hazardous materials, which would require remediation and abatement. Potential soil and water contamination impacts related to the past use of hazardous materials on the Project site may also exist. Accordingly, it is recommended that these topics be analyzed further in an EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Metropolitan High School is located approximately 0.2 miles southeast of the Project Site. Para Los Niños Charter School, located 0.1 miles southeast of the Project Site, is a nonprofit social services and educational organization dedicated to aiding low-income children and families. Construction of the Project, including emissions and potential handling and hauling of hazardous materials, could have an impact on nearby schools. Therefore, it is recommended that this issue be analyzed further in an EIR.

¹⁴ City of Los Angeles, Department of Building and Safety Methane and Methane Buffer Zone Map, 2004. Available at: http://cityplanning.lacity.org/eir/WetherlyProject/DEIR/Graphics/Figure%20IV.F-2_LADBS%20Methane%20and%20Methane%20Buffer%20Zone.pdf. Accessed on September 30, 2016.

¹⁵ City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 668 South Alameda Street. Generated September 29, 2016.

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?

Potentially Significant Impact. Government Code Section 65962.5, amended in 1992, requires CalEPA to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites (National Priorities List); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Based on a site-specific Phase I Environmental Site Assessment, the Project Site is listed on multiple agency database lists.¹⁶

Therefore, there may be hazardous materials on the Project Site that could pose a risk to the public or the environment. It is recommended that this issue be analyzed further in an EIR.

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?

No Impact. The Project Site is not within an airport land use plan and it is not within two miles of a public airport or public use airport. The nearest airport is the Hawthorne Municipal Airport located approximately 10 miles southwest of the Project Site. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the Project vicinity. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

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. There are no private airstrips in the vicinity of the Project Site and the Project Site is not located within a designated airport hazard area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

¹⁶ California Environmental Geologists & Engineers, Inc. Environment Site Assessment – Phase I and Screening Subsurface Assessment Phase II for a Commercial/Industrial Property at 668 S. Alameda Street and 1522-1570 Industrial Street, Los Angeles, CA 90021. January 2016

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The Project Site is located in an established urban area that is well served by the surrounding roadway network. S. Alameda Street is a City-designated Selected Disaster Route.¹⁷ While it is expected that the majority of Project construction activities would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In these instances, the Project would implement traffic control measures (e.g., construction flagmen, signage, etc.) to maintain flow and access. Furthermore, in accordance with City requirements, the Project would develop a Construction Management Plan, which includes designation of a haul route, to ensure that adequate emergency access is maintained during construction.

In addition, operation of the Project would generate traffic in the Project vicinity and would result in some modifications to access (i.e., new curb cuts for project driveways) from the streets that surround the Project Site. The Project is required to provide adequate emergency access and to comply with Los Angeles Fire Department (LAFD) access requirements.

Subject to review and approval of site access and circulation plans by the LAFD, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. Nonetheless, in order to present a conservative analysis, potential impacts to emergency response and emergency evacuation plans will be further evaluated in the EIR.

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?

No Impact. The Project Site is located in a highly urbanized area. No wildlands are present on the Project Site or surrounding area. Furthermore, the Project Site is not within a City-designated wildfire hazard area.¹⁸ Therefore, the Project would not expose people or structures to a significant risk involving wildland fires. No further analysis of this topic in an EIR is recommended, and no mitigation measures are required.

¹⁷ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit H – Critical Facilities & Lifeline Systems. Available at: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed on September 30, 2016.

¹⁸ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit D – Selected Wildfire Hazard Areas in the City of Los Angeles. Available at: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed on September 30, 2016.

IX. Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. The Project Site is currently developed with cold storage facilities, including associated office/administrative facilities, loading docks, and surface parking. The geography of the site and the directions of the stormwater runoff from the Project Site are currently unknown and will require a site-specific hydrology study. Construction of the Project would require earthwork activities, including grading and excavation of the Project Site, and the transport of potentially contaminated soils. During precipitation events in particular, construction activities associated with the Project have the potential to result in the conveyance of soils due to minor soil erosion during grading and soil stockpiling and subsequent siltation, as well as other pollutants into municipal storm drains. Construction dewatering may also be necessary due to the potential of encountering groundwater during excavation associated with the subterranean parking structure (approximately 25 feet). While the Project would be required to implement design features and regulatory mechanisms to avoid significant impacts to water quality standards and waste discharge requirements, it is recommended that water quality impacts be analyzed further in an EIR to disclose the potential impacts and identify the appropriate mitigation measures that would be necessary to avoid any significant impacts.

b) 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)?

Potentially Significant Impact. The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources, including the Metropolitan Water District's Colorado River and Feather River supplies (57%, includes Bay Delta 48%, Colorado River 9%), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (29%), local groundwater from the San Fernando groundwater basin (12%), and recycled water (2%).¹⁹ Based on the City's most current Urban Water Management Plan (UWMP), in 2014 and 2015, LADWP had an available water supply of roughly 611,800 acre-feet, with approximately 18 percent coming from local groundwater.²⁰ Groundwater levels in the City are maintained through an active process via spreading grounds

¹⁹ Los Angeles Department of Water and Power: Facts and Figures. Available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=j77lkjtqw_4&_afLoop=357285129360562. Accessed September 30, 2016.

²⁰ Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, Exhibit ES-S – Service Area Reliability Assessment for Average Weather Year, adopted July 1, 2016. Available at: https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectonMethod=LatestReleased. Accessed September 30, 2016.

and recharge basins. The Project does not propose groundwater withdrawal; however, with respect to groundwater recharge, currently impervious surfaces would be replaced by a greater amount of pervious surfaces due to the increase in landscaped areas, resulting in a slightly increased rate of groundwater recharge. Nevertheless, it is recommended that this topic be analyzed further in an EIR.

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 off-site?

Potentially Significant Impact. Under existing conditions, most stormwater runoff is conveyed via overland sheet flow off the Project Site and into the local storm drain system via catch basins on the adjacent streets. This condition would not substantially change as a result of the Project. Nonetheless, construction of the Project would alter the existing drainage pattern of the Project Site, and, if precipitation occurred during construction exposed sediments could be carried off-site and into the local storm drain system, thereby causing siltation. Therefore, it is recommended that this topic be analyzed further in an EIR

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 off-site?

Potentially Significant Impact. Development of the Project would alter drainage patterns on the Project Site and could change the rate and amount of surface runoff in a manner that could cause flooding. Therefore, it is recommended that this topic be analyzed further in an EIR.

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?

Potentially Significant Impact. The Project Site is primarily covered with impervious surfaces. Stormwater runoff currently flows into the City's storm drain system and also percolates naturally into off-site soils. Further evaluation is needed to determine the potential for, and significance of, project impacts on water quality. Therefore, it is recommended that this topic be analyzed further in an EIR.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. As discussed in the response to Checklist Questions IX.a and IX.d, construction and operational BMPs implemented as part of the project's SWPPP, the City's LID Ordinance and SUSMP, and good housekeeping practices are intended to preclude sediment and hazardous substances from entering stormwater flows. While these are expected to avoid significant impacts to water quality standards and waste discharge requirements, it is recommended that water quality impacts be analyzed further in an EIR to disclose potential

impacts and identify the appropriate design features and regulatory compliance mechanisms, necessary to avoid any significant impacts.

g) 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?

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact (g-h). The Project Site is not located within a flood zone, including the 100-year flood zone designated by the Federal Emergency Management Agency (“FEMA”).^{21,22} No flood zone impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is recommended.

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?

No Impact. The Project Site is located within a potential inundation area for the Los Angeles River but not within a designated floodplain.²³ Additionally, there are no levees or dams in the project vicinity. Therefore, no impact associated with flooding, including flooding due to the failure of a levee or dam, would occur. No further analysis of this topic in an EIR is necessary.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity.

The Project Site is not located within a City-designated inundation hazard area.²⁴ Relative to tsunami hazards, the Project Site is located approximately 16 miles inland (northeast) from the Pacific Ocean, and therefore, would not be subject to a tsunami. Furthermore, the Project Site is not located on a City-designated tsunami hazard area.²⁵ The Project Site is located in an area of relatively flat topography and urban development, with no enclosed bodies of water nearby, and as such, there is no potential for inundation resulting from a seiche or mudflows. Therefore, no

²¹ City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 668 South Alameda Street. Generated September 29, 2016.

²² Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1636F, Effective Date: September 26, 2008. Available at: <https://msc.fema.gov/portal/search?AddressQuery=668%20south%20alameda%20street%2C%20los%20angeles%2C%20ca>. Accessed on September 29, 2016.

²³ City of Los Angeles General Plan, Safety Element Exhibit G, Inundation & Tsunami Hazard Areas, March 1994. Available at: <http://cityplanning.lacity.org/cwd/gnpln/safetyelt.pdf>. Accessed on September 30, 2016.

²⁴ Ibid.

²⁵ Ibid.

impacts would occur due to inundation by tsunami or mudflow. No further analysis of this topic is necessary.

X. Land Use and Land Use Planning

Would the project:

a) Physically divide an established community?

Less Than Significant Impact. The Project Site is located within the Central City North Community Plan area in the City of Los Angeles and is currently developed with cold storage facilities, including associated office/administrative facilities, loading docks, and surface parking. The Project vicinity is generally urbanized and built out with a variety of commercial and industrial uses. The Project would introduce new live/work and commercial uses to the Project Site and be similar to adjacent and nearby land uses. While the Project would result in minor changes to the way vehicles access the Project Site, traffic in the surrounding community would continue to utilize the same circulation facilities and patterns as occur presently.

With regard to land use relationships, the Project would provide a mix of live/work and commercial uses. As such, the nature of Project land uses would be compatible with the residential and commercial uses surrounding the Project Site, including the adaptive reuse of former industrial and warehouse buildings to residential and commercial uses. The Project would not introduce land uses inconsistent with development in the local area or affect existing land use relationships. Accordingly, the Project would not physically divide an established community and related impacts would be less than significant impact. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

b) Conflict with any 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?

Potentially Significant Impact. The Project Site is located within the Central City North Community Plan Area, which designates the Project Site for Heavy Manufacturing/Industrial land uses. This land use designation corresponds with the zoning designation of M3-1-RIO (Heavy Industrial, Height District 1, River Improvement Overlay District). The Project Site is also located within the East Los Angeles State Enterprise Zone. The Applicant is requesting a General Plan Amendment to amend the Central City North Community Plan Area's designation from the current Heavy Manufacturing/Industrial land use designation to Regional Center Commercial; a Vesting Zone Change from M3 to C2; a Height District Change from Height District 1 to Height District 2; a Master Conditional Use Permit for the sale and dispensing of alcohol; a Site Plan Review; a Density Bonus Compliance Review for including an affordable housing component and utilizing on-menu density bonus incentive to reduce the open space requirement by 20 percent and an off-menu density bonus incentive to provide relief from LAMC 12.21.A.5.c and permit 24 percent (114 spaces) of the number of primary parking spaces for each

live/work unit (475 spaces) to be designed as compact spaces; and Vesting Tentative Tract Map No. 74537 to merge the existing lots and re-subdivide into one master lot and three airspace lots for live/work and commercial condominium purposes. The Applicant also requests a deviation from Advisory Agency Policy No. 2000-1 to permit 729 parking spaces for the 475 live/work units at a ratio of 1.53 parking spaces per unit. Therefore, an evaluation of the effects of the Project's requested entitlements, as well as an evaluation of the Project's compliance with other applicable regional and local plans, policies, and regulations, would be provided in an EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in the responses to Checklist Question IV, Biological Resources, the Project Site is located in an urbanized area and is developed with cold storage facilities, including associated office/administrative facilities, loading docks, and surface parking. Although the channelized Los Angeles River is located approximately 0.6 miles east of the Project Site, the Project Site is devoid of vegetation and natural habitat, and thus does not support sensitive natural communities.

Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City of Los Angeles.²⁶ The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with the provisions of any adopted applicable conservation plan. No further analysis of this topic in an EIR is recommended and no mitigation measures are required

XI. Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact (a-b). According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the floodplain between the San Fernando Valley and Downtown Los Angeles. Nonetheless, the Project Site is of sufficient distance from the Los Angeles River that it is not

²⁶ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, at page 2.18-13. Available at: <http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf>. Accessed on September 29, 2016.

classified by the City of Los Angeles as containing significant mineral deposits.²⁷ Furthermore, the Project Site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey.²⁸ Additionally, the Project Site is designated for Heavy Manufacturing/Industrial uses within the City of Los Angeles General Plan and is not designated as a mineral extraction land use. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur. Further analysis of Mineral Resources is not necessary and no mitigation measures are required.

XII. Noise

Would the project result in:

a) 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?

Potentially Significant Impact. Construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Additionally, operation of the Project may increase existing noise levels as a result of Project-related traffic, the operation of heating, ventilation, and air conditioning (HVAC) systems, vehicles in the surface and subsurface parking levels, loading and unloading of trucks, and resident and visitor activities on the Project Site. As such, nearby sensitive uses, such as residential uses and schools, could potentially be affected. Therefore, it is recommended that the Project's potential to exceed noise standards be analyzed further in an EIR.

b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, Project construction may require pile-driving. As such, the Project would have the potential to generate or to expose people to excessive groundborne vibration and noise levels during short-term construction activities. In addition to the potential to expose people to groundborne vibration, there is the potential for the Project to generate construction-related vibration that may impact adjacent historical resources. Therefore, it is recommended that this topic be analyzed further in an EIR.

²⁷ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-1 – Areas Containing Significant Mineral Deposits in the City of Los Angeles. Available at: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEI_R2.17_p1-35.pdf. Accessed on September 30, 2016.

²⁸ California Geological Survey, Aggregate Sustainability in California, California, 2012. Available at: http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS_52_2012.pdf. Accessed on September 30, 2016.

Once construction is complete, Project operations would be limited to live/work and commercial uses that would not generate excessive groundborne vibration or groundborne noise. As such, Project operation would not generate groundborne vibration or groundborne noise at levels beyond those which currently exist in an urbanized setting and would not have the potential to expose people to excessive groundborne vibration or groundborne noise, resulting in a less than significant impact. Therefore, no further analysis of operational groundborne vibration or groundborne noise is recommended, and no mitigation measures would be necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in the response to Checklist Question XII.a, Project operation may increase existing noise levels as a result of Project-related traffic, the operation of HVAC systems, loading and unloading of trucks, the use of ground level and subsurface parking, and the presence of residents and visitors at the Project Site. Therefore, it is recommended that potential impacts associated with a permanent increase in ambient noise levels be analyzed further in an EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in the response to Checklist Question XII.a, Project construction would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, it is recommended that potential impacts associated with a temporary or periodic increase in ambient noise levels be further analyzed in an EIR.

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. As discussed in the response to Checklist Question VIII.e, the Project Site is not located within an airport land use plan or within two miles of an airport. The nearest airport is the Hawthorne Municipal Airport located approximately 10 miles southwest of the Project Site. Therefore, the Project would not expose site population in the Project vicinity to excessive noise levels from airport use. No further analysis of this topic in an EIR is recommended and no mitigation measures are required.

f) For a project located 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. As discussed in the response to Checklist Question XII.e, the nearest airport is the Hawthorne Municipal Airport, located approximately 10 miles southwest of the Project Site. Since the Project is not within the vicinity of a private airstrip, it would not expose people

residing or working in the area to excessive noise levels. As no impacts would occur, further analysis of this topic in an EIR is not required.

XIII. Population and Housing

Would the project:

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)?

Potentially Significant Impact. The Project Site is located within the jurisdiction of the Southern California Association of Governments (SCAG), a Joint Powers Agency established under California Government Code Section 6502 et seq. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. In April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).

The 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. It also includes projections of population, households, and employment through 2040. Furthermore, the City's General Plan including its community plans address growth in the region.

The proposed Project would cause an increase in population, construct new live/work units, and create new employment opportunities. Due to the Project's projected population, housing, and employment increase, a detailed analysis will be undertaken as part of the EIR that compares the Project's contribution to population, housing, and employment growth to SCAG's 2016 RTP/SCS, the Central City North Community Plan and Citywide projections and policies regarding future development.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact (b-c). No dwelling units are currently located on the Project Site. Thus, the Project would not result in the demolition of existing housing units. The Project would replace the existing cold storage facility with a mixed-use building consisting of live/work and commercial uses. Since no existing housing would be displaced, there would be no necessity for the construction of replacement housing elsewhere. As no impacts would occur, further analysis of this topic in an EIR is not recommended, and no mitigation measures are required.

XIV. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

a) Fire protection?

Potentially Significant Impact. The LAFD provides fire protection and emergency medical services in the City of Los Angeles. Four fire stations are located in the vicinity of the Project Site, including Fire Station No. 9 at 430 E. 7th Street (approximately 0.7 miles northwest of the Project Site); Fire Station No. 17 at 1601 S. Santa Fe Avenue (approximately 0.8 miles southwest of the Project Site); Fire Station No. 4 at 450 E. Temple Street (approximately 1 mile north of the Project Site); and Fire Station No. 3 at 108 N. Fremont Avenue (approximately 1.8 miles northwest of the Project Site).²⁹

Because the Project would increase the developed floor area and height of buildings on the Project Site, and increase the population on the Project Site, it could increase demand on LAFD fire protection and emergency medical services and potentially affect emergency response times in the Project area. Therefore it is recommended that this issue be further evaluated in an EIR.

b) Police protection?

Potentially Significant Impact. The Los Angeles Police Department (LAPD) provides police protection services in the City of Los Angeles. The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the Bureaus encompasses several communities. The Project Site is located in LAPD's the Central Bureau, which serves the Downtown business district, as well as the communities of Eagle Rock, the Garment District, MacArthur Park, Dodger Stadium, Chinatown, Little Tokyo, Griffith Park, and the Toy District.³⁰

Specifically, the Project Site is served by the Central Area Community Police Station located at 251 E. 6th Street (approximately one mile northwest of the Project Site). Because the Project would introduce new structures, residents, visitors, and employees to the Project Site, greater demand on LAPD police protection services could be generated. Therefore, it is recommended that potential impacts associated with police protection services be analyzed further in an EIR.

²⁹ Los Angeles Fire Department, Find Your Station, <http://www.lafd.org/fire-stations/find-your-station> and Google Earth Pro. Accessed November 21, 2016.

³⁰ Los Angeles Police Department. About Central Bureau. Available at: http://www.lapdonline.org/central_bureau/content_basic_view/1908. Accessed September 30, 2016.

c) Schools?

Potentially Significant Impact. The project site is located within the jurisdiction of the Los Angeles Unified School District (LAUSD), and specifically within LAUSD East Local District.³¹ The Project Site is within the attendance boundaries of 9th Elementary School, Hollenbeck Middle School, and Boyle Heights S.T.E.M. High School, and within a LAUSD Zone of Choice with multiple high school options, including Felicitas and Gonzalo Mendez Senior High and Theodore Roosevelt Senior High.³² These schools are currently operating on a single-track calendar, whereby instruction generally begins in mid-August and continues through early June. Because the Project would introduce a new resident population and employees to the Project Site, a greater demand on LAUSD schools would be generated. Therefore, potential impacts to local schools will be analyzed further in an EIR.

d) Parks?

Potentially Significant Impact. Because the Project would introduce new residents, employees, and visitors to the Project Site who might visit nearby parks, greater demand on existing public recreational and park facilities and services would be generated. While the Project would include open space areas, a fitness facility and a pool for residents, which would reduce the Project's demand for recreational and park facilities, increases in demand for such facilities would occur and will be analyzed further in an EIR.

e) Other public facilities?

Potentially Significant Impact. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. Because the Project would introduce new residents, visitors, and employees to the Project Site, demand on LAPL library services could increase. Therefore, it is recommended that potential impacts associated with library services be analyzed further in an EIR.

During construction and operation of the Project, other governmental services, including roads, would continue to be utilized. Project residents, visitors, and employees would use the existing road network, without the need for new roadways to serve the Project Site. As discussed in Checklist Question XVI, Transportation/Traffic, the Project could result in an increase in the number of vehicle trips attributable to the Project Site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the Project would result in less than significant impacts on other governmental services. Further analysis of other governmental services is not necessary and no mitigation measures would be required.

³¹ LAUSD. Local District East Map, June 2015. Available at: <http://achieve.lausd.net/cms/lib08/CA01000043/Centricity/Domain/33/East.pdf>. Accessed on September 30, 2016.

³² LAUSD Zones of Choice are geographic areas comprising multiple high school options. The small school options in each Zone are open to all resident students and represent the demographics of the local area.

XV. Recreation

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

Potentially Significant Impact. As discussed in the response to Checklist Question XIV.d, because the Project would introduce new population to the Project Site, greater demand on existing public recreational and park facilities and services could be generated. Therefore, it is recommended that this issue be analyzed further in an EIR.

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?

Potentially Significant Impact. The Project would provide both publically accessible and private open space and recreational amenities. While the Project may result in an increased demand on off-site recreational facilities, due to the Project-generated population increase, the development of such facilities may require the construction or expansion of off-site recreational facilities or cause additional adverse physical effects on the environment. Therefore, it is recommended that this topic be analyzed further in an EIR.

XVI. Transportation/Traffic

Would the project:

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?

Potentially Significant Impact. The Project Site is subject to the Los Angeles Department of Transportation (LADOT) standards and guidelines regarding trip generation and levels of service (LOS) for the street system. The Project would develop the Project Site with 475 live/work units and approximately 49,594 sf of commercial uses. These uses would add traffic to local and regional transportation systems. Thus, operation of the Project could adversely affect the existing capacity of the street system or exceed an established LOS standard. Project construction would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Therefore, traffic impacts during construction could also adversely affect the street system. As the Project has the potential to result in a significant traffic impact, it is recommended that this topic, including mass transit and non-motorized travel be analyzed further in an EIR.

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?

Potentially Significant Impact. The CMP is a State-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. Metro is the local agency responsible for implementing the requirements of the CMP. New projects located in the City of Los Angeles must comply with the requirements set forth in the Metro's CMP. These requirements include the provision that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP intersections where a project could add 50 or more trips during either peak hour. The Project would generate vehicle trips which could potentially add trips to a freeway segment or CMP intersection. Thus, it is recommended that this issue be analyzed further in an EIR.

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?

No Impact. As discussed in the response to Checklist Question VIII.e, the nearest airport or heliport is the Hawthorne Municipal Airport, which is located approximately 10 miles southwest of the Project Site.

As such, the Project Site is not within any flight paths; does not propose any construction that requires notification of the Federal Aviation Administration; and would not result in a change in air traffic patterns including, increases in traffic levels or changes in location that would result in substantial safety risks. As no impact would occur, further analysis of this topic in an EIR is not required, and no mitigation measures are required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The Project would not substantially alter existing street patterns in the vicinity, and there are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the Project vicinity. However, Project construction may require temporary lane or sidewalk closures, and operation of the Project would alter the way vehicles ingress and egress the Project Site, and would result in increased trip generation and driveway use compared to existing on-site uses. Additionally, the Project could result in an increase in traffic levels in the Project area. During construction, access on and near the Project Site could be temporarily disrupted resulting in conflicts with vehicles, pedestrians and/or bicyclists. Considering these factors, the potential for hazardous conditions may increase over existing conditions under the Project. Therefore, further analysis of this issue in an EIR is recommended.

e) Result in inadequate emergency access?

Potentially Significant Impact. Immediate vehicular access to the Project Site is provided via S. Alameda Street and Industrial Street. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In addition, the Project would generate traffic in the Project vicinity and would modify Project Site access from streets that surround the Project Site through the provision of parking garage access via Industrial Street and delivery truck and emergency vehicle ingress via Mill Street and egress via S. Alameda Street. Thus, it is recommended that this issue be analyzed further in an EIR.

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?

Potentially Significant Impact. The Project Site is located in an area well served by public transportation. Several transit providers operate transit service within the immediate vicinity, including the Metro Gold Line Little Tokyo Station located one mile north of the Project Site and the Metro Blue Line Washington Station located one mile south of the Project Site. Bus service is also provided by Metro. Seventh Street provides access to multiple local and regional bus lines, as well as various Metro Red and Purple Line Stations. The closest bus stop to the Project Site is at S. Alameda Street and 7th Street, which is served by Metro Line 60 and the Metro Rapid 760 which provides connections to Downtown Los Angeles and Long Beach.

Further, per the City's 2010 Bicycle Plan, 6th Street and 7th Street are both designated Bicycle Lanes in the Project Vicinity.³³ The 2010 Bicycle Plan also identified both 6th Street and 7th Street as part of the Backbone Bikeway Network.

Although the Project Site is well served by public transportation, would improve the pedestrian experience through the provision of public plazas and paseos, and is not expected to interfere with or degrade the performance or safety of public transit, bicycle, or pedestrian facilities, the Project's consistency with policies, plans, and programs supporting alternative transportation will be analyzed further in an EIR.

XVII. Utilities and Service Systems

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The City Department of Public Works (LADPW) provides wastewater services for the Project Site. Any wastewater that would be generated at the Project

³³ Los Angeles Department of City Planning, 2010 Bicycle Plan, Exhibit D: 2010 Bicycle Plan Designated Bikeways. Available at: <http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>. Accessed on September 30, 2016.

Site would be treated at the Hyperion Treatment Plant (HTP). The HTP is a part of the Hyperion Treatment System, which also includes the Tillman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The HTP is designed to treat 450 million gallons per day (mgd) HTP has an average dry water flow of approximately 362 mgd, leaving approximately 88 mgd of capacity available.³⁴⁻³⁵ The discharge of effluent from the HTP into Santa Monica Bay is regulated by the HTP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board (RWQCB)'s requirements for a recreational beneficial use. The Project would result in new sources of wastewater generated at the Project Site with the development of the new live/work and commercial uses along with related amenities and open space. The incremental increase in the quantity of wastewater generated by the Project could potentially result in impacts with respect to wastewater treatment. Therefore, it is recommended that this topic be analyzed further in an EIR.

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?

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link these facilities to Project Site. Given the Project's proposed increase in developed floor area on the Project Site, it is recommended that this topic be analyzed further in an EIR.

c) 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?

Potentially Significant Impact. Under existing conditions, the Project Site is developed with cold storage facilities, including associated office/administrative facilities, loading docks, and surface parking. Current drainage flows on the Project Site are unknown and will be determined in a site-specific hydrology study. Project implementation would require grading and alterations to the drainage patterns in Project Site and would require verification of available capacity in the municipal storm drain system. Therefore, it is recommended that this topic be evaluated in an EIR.

³⁴ The HTP is an end-of-the-line plant, subject to diurnal and seasonal flow variation. It was designed to provide full secondary treatment for a maximum-month flow of 450 mgd, which corresponds to an average daily waste flow of 413 mgd, and peak wastewater flow of 850 mgd. (Information regarding peak flow is included in the IRP, Facilities Plan, Volume 1, Wastewater Management, July 2004; page 7-3.)

³⁵ City of Los Angeles Bureau of Sanitation, Hyperion Water Reclamation Plant. Available at: https://www.lacounty.gov/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=modqzbl8f_4&_afLoop=33199812189076655. Accessed September 30, 2016.

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

Potentially Significant Impact. Given the increased development that would occur on the Project Site, the Project would increase water demand beyond existing conditions. Sections 10910-10915 of the State Water Code (Senate Bill [SB] 610) requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for a project that is: 1) a shopping center or business establishment that will employ more than 1,000 persons or have more than 500,000 sf of floor space; 2) a commercial office building that will employ more than 1,000 persons or have more than 250,000 sf of space, or 3) any mixed-use project that would demand an amount of water equal to or greater than the amount of water needed to serve a 500-dwelling unit subdivision. A WSA will be required for the Project as the Project would result in a net increase in water use that is greater than the amount of water needed to serve a 500 unit residential development. This topic will be further analyzed in the EIR in order to assess projected water demand and the sufficiency of current water supplies.

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?

Potentially Significant Impact. Given the increase in developed floor area proposed on the Project Site, the Project would result in an increase in wastewater generation compared to existing conditions associated with the cold storage facility. Therefore, it is recommended that this topic be analyzed further in an EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Solid waste management in the City of Los Angeles involves both public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The Los Angeles Bureau of Sanitation (BOS) is responsible for developing strategies to manage solid waste generation and disposal in the City of Los Angeles. The BOS collects solid waste generated primarily by single-family dwellings, small multi-family dwellings, and public facilities. Private hauling companies collect solid waste generated primarily from large multi-family residential, commercial, and industrial properties. The City does not own or operate any landfill facilities, and the majority of its solid waste is disposed of at in-County landfills.

In December 2015, the County of Los Angeles Department of Public Works released the 2014 Los Angeles County Integrated Waste Management Plan (CoIWMP) (the most recent available).³⁶ As indicated therein, the remaining disposal capacity for the County's Class III

³⁶ County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan: 2014 Annual Report. May 2015. Available at: <http://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=3473&hp=yes&type=PDF>. Accessed October 2, 2016.

landfills is estimated at approximately 112 million tons as of December 31, 2014. In addition to in-County landfills, out-of-County disposal facilities are also available to the City. Aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels at the County's landfills, and based on the CoIWMP, the County anticipates that future Class III disposal needs can be adequately met through 2029 through some combination of the following strategies (Scenarios II through VII of the 2014 Annual Report): supporting and increasing exportation of waste to out-of-County facilities, meeting CalRecycle's Statewide disposal target of 2.7 pounds per day, create additional alternative technology capacity, and utilizing waste-by-Rail capacity to export to Out-of-County landfills.

Construction Impacts

Project construction would require earthwork (grading and excavation) and the new construction of a mixed-use building on the Project Site. Each of these activities would generate demolition waste including but not limited to soil, asphalt, wood, paper, glass, plastic, and metals.

As shown in **Table B-1, *Project Demolition and Construction Debris***, development of the Proposed Project would generate an estimated 4,656 tons of debris. Excavation of the Project Site would generate an estimated 156,000 cubic yards of soil export.

Construction materials are disposed of at one of the unclassified inert landfills available to the City of Los Angeles, typically the Azusa Land Reclamation Facility, which has an estimated remaining capacity of approximately 59.83 million tons or 49.86 million cubic yards.³⁷ As a result, Project excavation and construction would account for only a small percentage (0.01 percent) of the Azusa Land Reclamation Facility, and construction waste would not exceed the existing capacity of this facility. In addition, the estimate of construction and demolition debris is conservative in that it does not take into account recycling efforts that would occur in accordance with City regulations.

These regulations require the applicant to contract with a waste disposal company that recycles construction and/or demolition debris, as well as to provide temporary waste separation bins during project construction. On March 5, 2010, the City Council approved the Construction and Demolition Waste Recycling Ordinance, which requires all mixed construction and demolition was generated within City limits be taken to City-certified construction and demolition waste processors. This recycling policy is effective January 1, 2011.

³⁷ Ibid, page 32.

TABLE B-1
PROJECT DEMOLITION AND CONSTRUCTION DEBRIS

Construction Materials	Size (ksf)	Generation Rate (tons/ksf) ^a	Total Solid Waste Generation (tons)
Wood	565.695	0.86	486.5
Drywall	565.695	0.22	124.5
Metal	565.695	0.21	118.8
Concrete/Asphalt	565.695	0.99	560.0
Other	565.695	0.54	305.5
Total Solid Waste Generated During Project Construction			1,595.26 tons
Demolition Waste			
Existing Building ^b			2,600 tons
Existing Surface Parking/Hardscape ^c			461 tons
Total Demolition Waste			3,061 tons
Total Solid Waste During Demolition and Construction			4,656.1 tons
Total Solid Waste With Diversion Efforts (50 percent)			2,328.1 tons
Soil Export (cubic yards)			156,000 cy^d

- ^a CalEEMod User's Guide, Appendix A, p. 12, July 2013.
^b Assumes asphalt paving is 4 inches deep. Density = 2,400 lbs/cubic yard
^c Assumes construction debris density = 400 lbs/cubic yard
^d KPFF Consulting Engineers, October 2016

SOURCE: ESA PCR, October 2016.

Data is not yet available on the effectiveness of this ordinance.³⁸ However, assuming Project construction achieves a minimum 50 percent diversion rate as required by Assembly Bill 939, demolition and construction debris would be reduced to a total of approximately 2,328 tons.³⁹ This constitutes a fraction (less than 0.01 percent) of the remaining capacity of the Azusa Land Reclamation Facility. Because construction waste would not exceed the capacity of existing disposal facilities and would be further reduced by recycling, impacts would be less than significant. No mitigation measures are required and no further analysis of this topic in an EIR is necessary.

³⁸ LA Sanitation, Construction & Demolition Recycling. Available at: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-s-r-cdr?_adf.ctrl-state=18ydxm2217_4&_afLoop=4131211190678103#!. Accessed October 2, 2016.

³⁹ Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (Assembly Bill 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 requires each city or county plan to include an implementation schedule which shows diversion of 50 percent of all solid waste by January 1, 2000.

Operational Impacts

Estimated operational solid waste generation for the Project is shown in **Table B-2, Estimated Operational Solid Waste Generation**. It is estimated that the total waste generation for the Project would be approximately 464 tons per year, or 1.27 tons per day. The daily amount of solid waste generated by the Project would represent a negligible amount (0.01 percent) of the daily solid waste disposed of by the City (9,881 tons). It is important to note that this estimate is conservative, in that the amount of solid waste that would need to be landfilled would likely be less than this forecast based on successful City implementation of AB 939 and the City's objective to achieve a 70 percent diversion goal by 2020 and eventually to a zero waste scenario by 2025 as envisioned in the Los Angeles Solid Waste Integrated Resources Plan.⁴⁰ Recycling efforts in the City of Los Angeles in accordance with AB 939 achieved a solid waste diversion rate of 76.4 percent in 2011, the most recent year data is available.⁴¹ Assuming the Project achieves a similar diversion rate, the amount of Project solid waste that would need to be landfilled would be reduced to an estimated 110 tons annually, or 0.30 tons per day, which constitutes a negligible portion (less than 0.01 percent) of the daily permitted intake (29,640 tons) and remaining capacity (112 million tons) of in-County landfills and waste-to-energy facilities serving the City.

TABLE B-2
ESTIMATED OPERATIONAL SOLID WASTE GENERATION

Land Use	Size	Generation Rate (lbs/unit/day) ^a	Solid Waste Generation (lbs/day)	Solid Waste Generation (tons/year)
Residential (Live/Work)	475 du	4 lbs/du/day	1,900	347
Restaurant	16,878 sf	0.005 lbs/sf/day	84	15
Grocery Store	12,728 sf	3.12 lbs/100 sf/day	397	72
Commercial/Arts and Production	15,815sf	10.53 lbs/1,000 sf/day	167	30
Total			2,548 lbs	464 tons

^a Generation factors provided by the CalRecycle website: Estimated Solid Waste Generation Rates. <http://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, Accessed on October 2, 2016.

SOURCE: ESA PCR, October 2016.

As described in the CoIWMP 2014 Annual Report, future disposal needs for the 15-year planning horizon (2029) would be adequately met through the use of in-County and out-of-County facilities. It should also be noted that with annual reviews of demand and capacity in each

⁴⁰ City of Los Angeles, Department of Public Works, Solid Resources, Zero Waste Progress Report, pg. 7. Available at: http://www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf. Accessed October 2, 2016.

⁴¹ Ibid.

subsequent Annual Report, the 15-year planning horizon is extended by one year, thereby providing sufficient lead time for the County to address any future shortfalls in landfill capacity.

Based on the above, Project-generated waste would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2029, or alter the ability of the County to address landfill needs via existing capacity and other options for increasing capacity. Therefore, impacts on solid waste disposal from Project operations would be less than significant.

In summary, the County's inert and Class III landfills would have adequate capacity to accommodate Project-generated construction and demolition waste during Project construction and Class III solid waste generation during Project operations. Thus, construction and operation impacts relative to solid waste would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB939 establishes an integrated waste management hierarchy consisting of (in order of priority): 1) source reduction; 2) recycling and composting; and 3) environmentally safe transformation and land disposal. Additionally, the City is currently implementing its "Zero-Waste-to-Landfill" goal to achieve zero waste to landfills by 2025 to enhance the Solid Waste Integrated Resources Planning Process. Recycling efforts in the City in accordance with AB 939 achieved a solid waste diversion rate of 76.4 percent in 2011, the most recent year data is available.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or room of specified size on the Project Site.⁴² Further, the Project would comply with the City's Construction and Demolition Waste Recycling Ordinance. The project would also promote compliance with AB 939 and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, a less than significant impact would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is necessary.

⁴² Ordinance No. 171,687 adopted by the Los Angeles City Council on August 6, 1997.

XVIII. Mandatory Findings of Significance

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?

Potentially Significant Impact. 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, reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed within this Initial Study, the Project could result in environmental impacts that have the potential to degrade the quality of environment as addressed herein. Potentially affected resources include Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Cultural Resources (Historical, Archaeological, and Paleontological Resources), Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services (Fire, Police, Schools, Parks, and Libraries), Transportation/Circulation (Traffic and Access), and Utilities (Water and Wastewater). An EIR will be prepared to analyze and document these potentially significant impacts

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

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a given Project are combined with the impacts of related projects in proximity to the Project Site, to create impacts that are greater than those of the Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given Project.

Each of the topics determined to have the potential for significant impacts within this Initial Study, will be subject to further evaluation in an EIR, including evaluation of the potential for cumulatively significant impacts. Topics for which Initial Study determinations were “No Impact” or “Less Than Significant Impact” have been determined not to have the potential for significant cumulative impacts.

With respect to potential contributions to cumulative impacts for agricultural resources, biological resources, and mineral resources, the Project Site is located in an urbanized area, and like the

Project, other development occurring in the area would also constitute urban infill in already densely developed areas. The Project Site does not contain agricultural, sensitive biological, or mineral resources, and therefore Project implementation would not be expected to result in a considerable contribution to cumulatively significant impacts on these resources.

With respect to hydrology and water quality, all development projects that require ground-disturbing activities have the potential to increase or decrease in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Project, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs for construction projects greater than one acre, compliance with SUSMP requirements during operation, and compliance with other local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant. No mitigation measures would be required and no further analysis of this topic in an EIR is recommended.

With respect to solid waste disposal, the provision of these services is regional in nature. As indicated in the preceding corresponding Initial Study Checklist sections, the service providers have prepared forecasts of regional demand for these utilities and their ability to meet future demand. These are incorporated into the respective service providers' plans and strategies for meeting future needs. The plans address expected growth, which anticipates projected development within the service areas. The information contained in this Initial Study concerning the ability of these service providers to meet the Project's needs supports the determination that future demand for solid waste disposal can be met for new growth and development, including the Project. Therefore, the Project is not expected to result in cumulatively considerable contributions to cumulatively significant impacts as the result of solid waste disposal.

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

Potentially Significant Impact. As discussed in this Initial Study, the Project could result in potentially significant environmental impacts associated with Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Cultural Resources (Historical, Archaeological, and Paleontological Resources), Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services (Fire, Police, Schools, Parks, and Libraries), Transportation/Circulation (Traffic and Access), and Utilities (Water and Wastewater). These impacts could have potentially adverse effects on human beings, and further analysis of these impacts is recommended in an EIR.

Appendix A

Tree Assessment

MARK RIOS
JULIE SMITH-CLEMENTI
FRANK CLEMENTI
ROBERT HALE
JONATHAN BLACK
JENNIFER SCHAB
SAMANTHA HARRIS
CHIAKI KANDA
MIKE CHENG
MATT RICHMOND
SEBASTIAN SALVADO
CLAUDIA MORELLO
CAROLYN SUMIDA
MICHAEL SWEENEY
JESSA CHISARI
NASEEMA ASIF
JAKUB TEJCHMAN
HUAY WEE
LAURA KOS
AIMEE LESS
RYAN VASQUEZ
GREG KOCHANOWSKI
ALISSA HISOIRE
AMANDA SIGAFOOS
CLANCY PEARSON
MARK MOTONAGA
MIKE TRAMUTOLA
TOM MYERS
JULIEN HARCC
ELISA READ
SABRINA SCHMIDT-WETEKAM
RUSSELL DYKANN
BRENT JACOBSEN
BEN STOUGH
ANDY LANTZ
ADAM PIERCE
HAORAN LIU
KRYSTAL SCOTT
BOB FREDERICK
JASON NEUFELD
ORLANDO PINA
JOSEPH SCHERER
JUSTIN CUA
ABIGAIL FELDMAN
SUZAN ELWYN
JOHN ROSENTHAL
BEN TAMUNO-KOKO
HANNAH BLOCK
ANNE CLARK
KWONSOO KIM
CAMERON STEWART
BEN TOAM
JAMES LIVELY
TEDD BUFFA
BRITTANY MILLER
MIYA CHUA
THERESA ZUNIGA-FORTUN
RACHEL TUCKER
NOEL VIDAL
MARCO MONTER
ALBERTO GALINDO
KATE GMYREK
SHERRY JOWHERSHA
HELEN HEA BIN KANG
DUSTIN GRAMSTAD
AMY BRZECZEK
JASON SHINODA
SABINA CHENG
AMELIA WONG
CAMILLA GAISIE
JESSAMYN DAVIS
KATIE DRISCOLL
JEFFREY DUNN
TODD SWANSON
DANIEL POEI
ASHLEY HART
RYAN CARRINGTON
REBECCA FITZGERALD
GRANT SAITA
DEVIN MIYASAKI
EVELYN TRING
LAYTON PETERSON
CLARISSA CHUNG
COLIN THOMPSON
MIKE GREGG
CHRISTOPHER FENTON
JORDAN MENDENHALL
NICOLE IVES
MARISOL MEJIA
DELTA MURPHY
MALLORY COHN
NICOLE ROBINSON
SANIA JOSIAH
CORY SEEGER
JUAN LAU
JONATHAN FROINES
HYUNCH SUNG
ERIN WILLIAMS
SANDY YUM
ALEX MARX
TINA RAMADANI
CHIARA FERRARI
DAMI OLUFOWOSHE

September 08, 2016

Jeff Wood
AvalonBay Communities, Inc.
11111 Santa Monica Boulevard
Suite 850
Los Angeles, CA, 90025

Subject: Tree Assessment for the Project Site located at 668 S. Alameda Street, Los Angeles, CA

Dear Mr. Wood,

This letter provides a summary of observation of existing trees found at the project site located at 668 S. Alameda Street in the City of Los Angeles. Brent Jacobsen from our office (California licensed Landscape Architect #5989) visited the site on September 07, 2016 to determine if any trees are present that would be subject to City of Los Angeles regulations. Few trees were present within the property boundary and surrounding streets. The trees observed included a variety of non-native tree species including African Fern Pine (*Podocarpus gracilior*).

On the site, there are no "protected trees" as defined by Section 17.02 of the Los Angeles Municipal Code and Ordinance number 177404. Pursuant to this section of the Municipal Code, "protected trees" are defined as oak trees (*Quercus* spp.), southern California black walnuts (*Juglans californica*), western sycamores (*Platanus racemosa*), and California bay laurels (*Umbellularia californica*), that have a dbh at least four inches. No such native trees occur on the project site.

Please contact me at (323) 785-1800 if you have any questions.

Sincerely,

RIOS CLEMENTI HALE STUDIOS



Mark Rios, FAIA, FASLA
Partner

668 S ALAMEDA ST
LOS ANGELES, CA 90021 PROJECT NO: 15058.00

[illegible]

KEY PLAN



**PRELIMINARY
NOT FOR
CONSTRUCTION**

SCALE:  NTS

NORTH 

EXISTING TREE SURVEY

L002

