City of Los Angeles

Department of City Planning • Major Projects & Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

CENTRAL CITY NORTH COMMUNITY PLAN AREA

670 Mesquit Project

Case Number: ENV-2017-249-EIR

Project Location: 606-694 S. Mesquit Street, 1494-1498 E. 6th Street, and 2119-2135 E. 7th Street, Los Angeles, CA 90021

Council District: 14 – Jose Huizar

Project Description: RCS VE LLC (the Applicant) proposes to demolish existing cold storage warehouse facilities totaling approximately 205,393 square feet (sf) and construct a new mixed-use development totaling approximately 1,792,103 sf of floor area on an approximately 237,714 sf (5.45 acres) site at 670 Mesquit Street in the Arts District of Downtown Los Angeles. The development, located in the Central City North Community Plan area, would include creative office space (approx. 944,055 sf); 308 multi-family residential units, 16 percent of which would be affordable units; hotel (236 rooms); and retail (including grocery and farmer's market) (approx. 136,152 sf); restaurants; studio, event, gallery and potential museum space; and a gym. The Project would include at- and above-grade landscaped open space, including recreational amenities, totaling 83,789 sf, four (4) levels of below grade parking spanning the Project Site, and at and above grade parking within Buildings 3, 4, and 5. The Project would provide approximately 2,000 parking spaces and 930 bicycle parking spaces. A rooftop heliport is also proposed for emergency and occasional use incidental to residential and office uses, providing an amenity for the Project's residents, hotel guests, office workers, and visitors. The resulting floor:area ratio (FAR) would be approximately 7.5:1. The existing zoning designation of the Project Site is M3-1-RIO.

The proposed uses would be accommodated in five new buildings ranging in height from 90 feet to 360 feet. Buildings 1 through 4, which would contain residential, hotel, office, and commercial uses, would be oriented in a linear fashion along the east side of Mesquit Street, extending from the former 6th Street Bridge right-of-way and LADWP electricity substation on the north to the 7th Street Bridge on the south. The Project would provide three east-west pedestrian passageways and view corridors between the buildings, two landscaped balconies along the Project's eastern edge, and a balcony in the northern end of the Project Site that would provide access to a proposed landscaped area and pedestrian connection, adjacent to the Ribbon of Light Bridge (6th Street) and the planned 12-acre Sixth Street Park, Arts, River, and Connectivity Improvements (Sixth Street PARC Improvements or PARC) beneath the bridge.

The Project would also include an Equivalency Program to allow the core composition of proposed on-site development to be modified to respond to future needs in a manner that does not increase the Project's impacts on the environment.

As a public benefit contribution, the Applicant proposes significant public benefit commitments related to new transportation and pedestrian improvements. The Project would include, pending approval by the railroad/transit operating entities, construction of a pedestrian deck (Deck) over a portion of the railway property to the east of the Project Site.

The entitlements being requested for the Project include, but may not be limited to, the following:

1. General Plan Amendment to the Central City North Community Plan to change the Community Plan land use designation from Heavy Industrial to Regional Center Commercial, and to change the Circulation Element of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to redesignate Mesquit Street from a Collector Street to a Local Limited Street.
2. Vesting Zone Change and Height District Change from M3-1-RIO to C2-3-RIO.
3. Specific Plan which could be inclusive of the following:
   - Major Development Project Conditional Use Permit,
   - Vesting Conditional Use for Floor Area Ratio (FAR) Averaging and Residential Density Transfer in Unified Developments,
   - Master Conditional Use for on-site and off-site sale of Alcoholic Beverages,
   - Master Conditional Use for Dance Hall(s),
   - Vesting Conditional Use Permit for Heliport,
   - Special Permission for a Reduction of Off-Street Parking Spaces by the Director,
   - Variance to permit a reduction of the amount of on-site parking spaces otherwise required,
   - Variance to permit off-site parking to be provided at a property more than 750 feet from the Project Site,
   - Variance to permit the siting of bicycle parking spaces at an alternative location,
   - Zoning Administrator's Adjustment to permit a zero-foot setback in lieu of any otherwise required setbacks,
   - Variation from the street dedication requirements under the Mobility Plan 2035, and
   - Applicable provisions from the Greater Downtown Housing Incentive Area such as allowing the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the Project's FAR.
4. Three affordable housing incentives through the City's Density Bonus Law: Averaging FAR, Density, Parking, Open Space, and Vehicular Access; FAR increase; and an incentive to allow the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the Project's FAR.
5. Vesting Tentative Tract Map for the merger and re-subdivision, as well as absorb a portion of Mesquit Street to be vacated, to create ground lots and airspace lots, together with approval of a haul route.
6. Development Agreement (20-year.).
7. Other discretionary and ministerial permits and approvals that will or may be required.

Applicant:	**Prepared by:**	**On Behalf of:**
RCS VE LLC 250 Bowery Street, 2nd Floor New York, NY 10012	ESA 233 Wilshire Boulevard Suite 150 Santa Monica, CA 90401	City of Los Angeles Department of City Planning Major Projects & Environmental Analysis Section

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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, José Huizar	April 25, 2017

RESPONSIBLE AGENCIES

Los Angeles Department of Building and Safety, Los Angeles Department of Water and Power, Los Angeles Department of Transportation, Los Angeles Department of Public Works

PROJECT TITLE/NO.	CASE NO.
670 Mesquit	ENV-2017-249-EIR

PREVIOUS ACTIONS CASE NO.	
N/A	☐ **DOES have significant changes from previous actions.** ☒ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

RCS VE LLC (the Applicant) proposes to demolish existing warehouse facilities totaling approximately 205,393 square feet (sf) and construct a new mixed-use development totaling approximately 1,792,103 square feet (sf) of floor area (the Project) on an approximately 237,714 sf (5.45 acres) site at 670 Mesquit Street in the Arts District of Downtown Los Angeles. The development would include creative office space (approx. 944,055 sf); 308 multi-family residential units, 16 percent of which would be affordable units; hotel (236 rooms); and retail (including grocery and farmer's market); restaurant; studio, event, gallery and potential museum space; and a gym. The Project would also include at- and above-grade landscaped open space totaling 83,789 sf, four (4) levels of below grade parking spanning the Project Site, and at and above grade parking within Buildings 3, 4, and 5. The Project would provide approximately 2,000 parking spaces and 930 bicycle parking spaces. A rooftop heliport is also proposed for emergency and occasional use incidental to residential and office uses, providing an amenity for the Project's residents, hotel guests, office workers, and visitors. The resulting floor-area ratio (FAR) would be approximately 7.5:1. The existing zoning designation of the Project Site is M3-1-RIO.

The proposed uses would be accommodated in five new buildings ranging in height from 90 feet to 360 feet. Buildings 1 through 4, which would contain residential, hotel, office, and commercial uses, would be oriented in a linear fashion along the east side of Mesquit Street, extending from the former 6th Street Bridge right-of-way and LADWP electricity substation on the north to the 7th Street Bridge on the south (see Attachment A, Section B, Project Location and Surrounding Uses). The Project would provide three east-west pedestrian passageways and view corridors between the buildings, two landscaped balconies along the Project's eastern edge, and a balcony in the northern end of the Project Site that would provide access to a proposed landscaped area and pedestrian connection, adjacent to the Ribbon of Light Bridge (6th Street), which will include the approximately 12-acre Sixth Street Park, Arts, River, and Connectivity Improvements (Sixth Street PARC Improvements or PARC) located under and adjacent to the Ribbon of Light Bridge. The PARC project is being led by the City of Los Angeles Bureau of Engineering. As a public benefit contribution, the Applicant proposes significant public benefit commitments related to new transportation and pedestrian improvements. The Project would also include, pending approval by the railroad/transit operating entities, construction of a pedestrian deck (Deck) over a portion of the railway property to the east of the Project Site.

The entitlements being requested for the Project include, but may not be limited to, the following:

1. General Plan Amendment to the Central City North Community Plan to change the Community Plan land use designation from Heavy Industrial to Regional Center Commercial, and to change the Circulation Element of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to redesignate Mesquit Street from a Collector Street to a Local Limited Street.

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6. Development Agreement (20-yr.).
7. Other discretionary and ministerial permits and approvals that will or may be required.

ENVIRONMENTAL SETTING:

The Project Site consists of eight parcels located along the east and west sides of Mesquit Street between 6th and 7th Streets in the Arts District of Downtown Los Angeles. The Site is approximately 237,714 sf or 5.45 acres, including a portion of Mesquit Street between 7th Street and 6th Street proposed for vacation. The Site is located within the Central City North Community Plan Area and is designated by the Community Plan as Heavy Industrial and zoned for heavy industrial use within a River Improvement Overlay District (M3-1-RIO). The Property abuts public and private railroad rights-of-way and rail yards to the east, portions of which are owned by Burlington Northern/Santa Fe Railway, Los Angeles County Metropolitan Transportation Authority, and Amtrak (collectively the "Railway Property"). The Los Angeles River is located to the east of the Railway Property. The Hollywood (101) Freeway is located to the east of the Project Site, and the Interstate 10 (I-10) Freeway is located to the east and south of the Project Site.

The Project Site is currently developed with one- and two-story high-bay buildings housing public and leased cold storage facilities (i.e., Rancho Cold Storage, Hidden Villa Ranch, Integrated Food Service, and Harvey's Produce) totaling approximately 205,393 square feet, together with loading bays and surface parking.

<table>
<tr><td colspan="3">PROJECT LOCATION:
606-694 S. Mesquit Street, 1494-1498 E. 6th Street, and 2119-2135 E. 7th Street, Los Angeles, CA 90021</td></tr>
<tr><td colspan="2">PLANNING DISTRICT
Central City North Community Plan Area</td><td>STATUS:
☐ PRELIMINARY
☐ PROPOSED
☒ ADOPTED</td></tr>
<tr><td>EXISTING ZONING
M3-1-RIO</td><td>MAX. DENSITY ZONING
FAR of 1.5:1 (based on Height District 1)</td><td>☐ DOES CONFORM TO PLAN</td></tr>
</table>

GENERAL PLAN LAND USE & ZONE(S) Heavy Manufacturing	**MAX. DENSITY PLAN** FAR of 1.5:1 (based on Height District 1)	☒ **DOES NOT CONFORM TO PLAN** ☐ **NO DISTRICT PLAN**
SURROUNDING LAND USES See Attachment A, Project Description, for further discussion.	**PROJECT DENSITY** FAR of 7.5:1	

☞ **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.

	Planning Assistant
SIGNATURE	**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 that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
Zach Vella, RCS VE LLC	(212) 686-2500

PROPONENT ADDRESS

250 Bowery Street, 2nd Floor, New York, NY 10012

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	April 25, 2017

PROPOSAL NAME (If Applicable)

670 Mesquit

☞ **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?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?	☒	☐	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
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?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?	☒	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Exacerbate existing environmental conditions so as to increase the potential to 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.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, has the potential to exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment?	☒	☐	☐	☐
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 have the potential to exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project have the potential to exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Exacerbate existing environmental conditions so as to increase the potential to 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?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
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)?	☐	☐	☒	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☒	☐	☐	☐
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?	☒	☐	☐	☐
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☒	☐	☐	☐
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?	☒	☐	☐	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☒	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☒	☐	☐	☐
e. Other public facilities?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e. Result in inadequate emergency access?	☒	☐	☐	☐
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?	☒	☐	☐	☐
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	☒	☐	☐	☐
b. A resource determine by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☒	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐
XVIV. 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?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

PREPARED BY	TITLE	TELEPHONE #	DATE
Jay Ziff ESA 233 Wilshire Blvd., Ste. 150 Santa Monica, CA 90401	Principal Associate	(310) 451-4488	April 25, 2017

ATTACHMENT A
Project Description

A. Introduction

RCS VE LLC (the Applicant) proposes to construct a new mixed-use development totaling approximately 1,792,103 square feet (sf) of floor area[1] (the Project) on an approximately 237,714 sf (5.45 acres) site at 670 Mesquit Street in the Arts District of Downtown Los Angeles.

The development would include creative office space (approximately 944,055 sf); 308 multi-family residential housing units (approximately 307,907 sf), 16 percent of which would be affordable housing[2]; hotel (approximately 158,647 sf, 236 rooms); and a range of commercial uses including retail uses (including grocery and farmer's market) (approximately 136,152 sf); restaurants (approximately 89,576 sf); studio/event/gallery space and a potential museum (approximately 93,617 sf); and a gym (approximately 62,148 sf). The Project would also include at- and above-grade landscaped open space, including recreational amenities, totaling 83,789 sf, four (4) levels of below grade parking spanning the Project Site, and at and above grade parking within Buildings 3, 4, and 5. The Project would provide approximately 2,000 parking spaces and 930 bicycle parking spaces. A rooftop heliport is also proposed for emergency and occasional use incidental to residential and office uses, providing an amenity for the Project's residents, hotel guests, office workers, and visitors. The resulting floor-area ratio (FAR) would be approximately 7.5:1.

The Project also proposes significant public benefit commitments related to new transportation and pedestrian improvements and the livability of the neighborhood. The Project would include, pending approval by the railroad/transit operating entities, construction of a pedestrian deck (Deck) over a portion of the railway property (defined below) to the east of the Project Site, as discussed in more detail in Subsection F, Public Benefit Contributions of the Project.

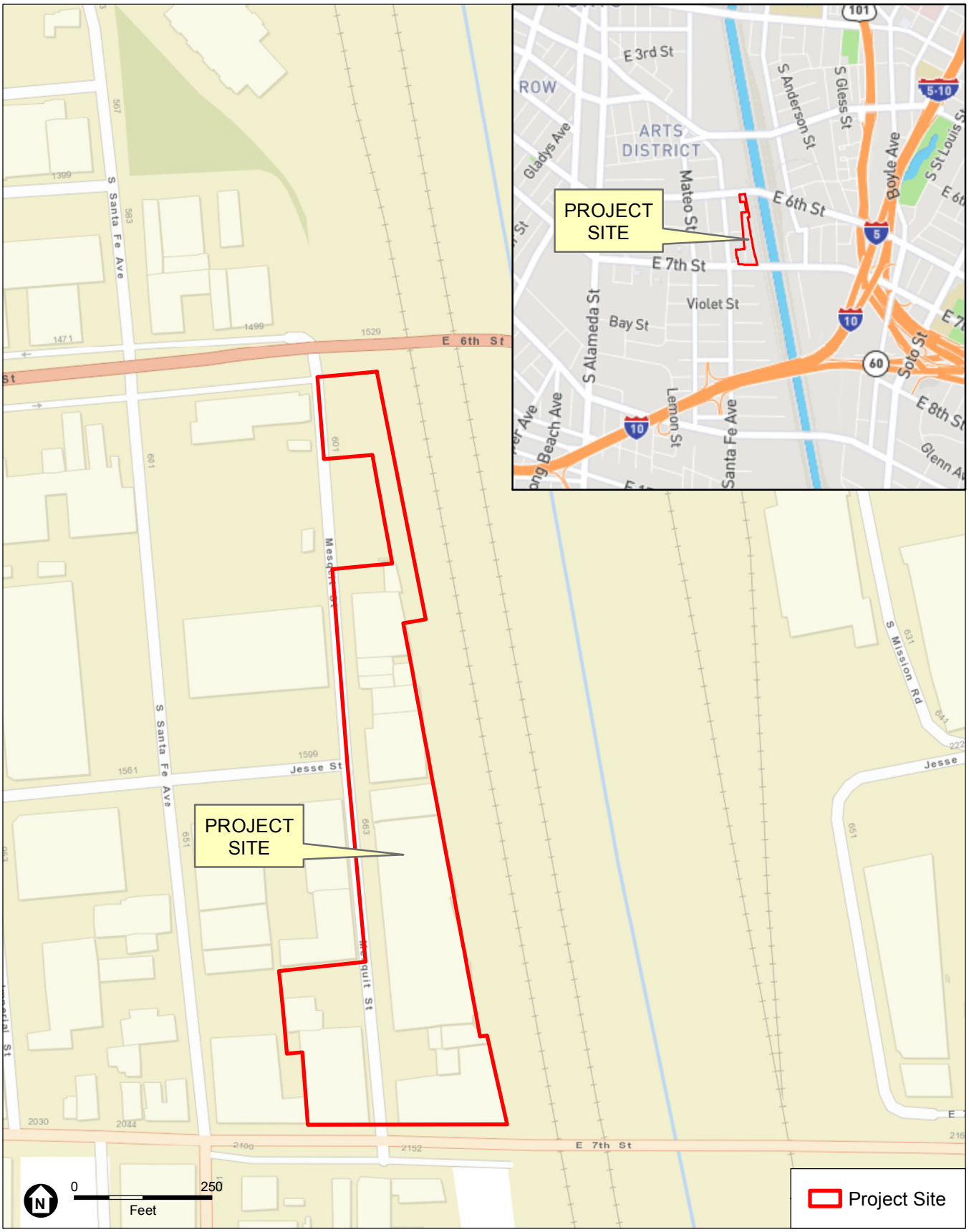
To accommodate the new uses, the Project would remove existing cold storage warehouse facilities on the Project Site consisting of approximately 205,393 sf.

B. Project Location and Surrounding Uses

The Project Site is located within the boundaries of the Central City North Community Plan area within the Arts District of Downtown Los Angeles, as shown on **Figure A-1**, *Regional and Site*

1 Project Floor Area is calculated in accordance with Los Angeles Municipal Code (LAMC) Section 12.03, unless otherwise noted.

2 The affordable housing component for the Project would be in compliance with Measure JJJ.



SOURCE: Open Street Map, 2016; ESA 2017

670 Mesquit

Figure A-1
Regional and Site Location Map

ESA

Location Map. The Project Site consists of eight parcels totaling approximately 237,714 sf or 5.45 acres (including the Mesquit Street right of way (ROW) adjacent to the Project Site between 6th Street and 7th Street, which is proposed for vacation – approximately 36,563 sf).[3] As depicted on **Figures A-2**, *Project Site Existing Conditions*, and **A-3,** *Aerial Photograph of Project Site and Vicinity*, the Project Site flanks Mesquit Street from the 6th Street Bridge ROW on the north to the 7th Street Bridge on the south. It is adjacent to property on both sides of Mesquit Street owned by the Los Angeles Department of Water and Power (LADWP) that houses the River Switching Station electricity substation and transmission line ROW (the LADWP Property) just south of the 6th Street Bridge. The Railway Property to the east includes railway ROW and rail yards owned by Burlington Northern/Santa Fe Railway, the Los Angeles County Metropolitan Transportation Authority (Metro), and Amtrak, with the Los Angeles River and additional railroad ROW farther to the east. The southern portion of the Project Site also includes property west of Mesquit Street, abutting properties fronting on 7th Street.

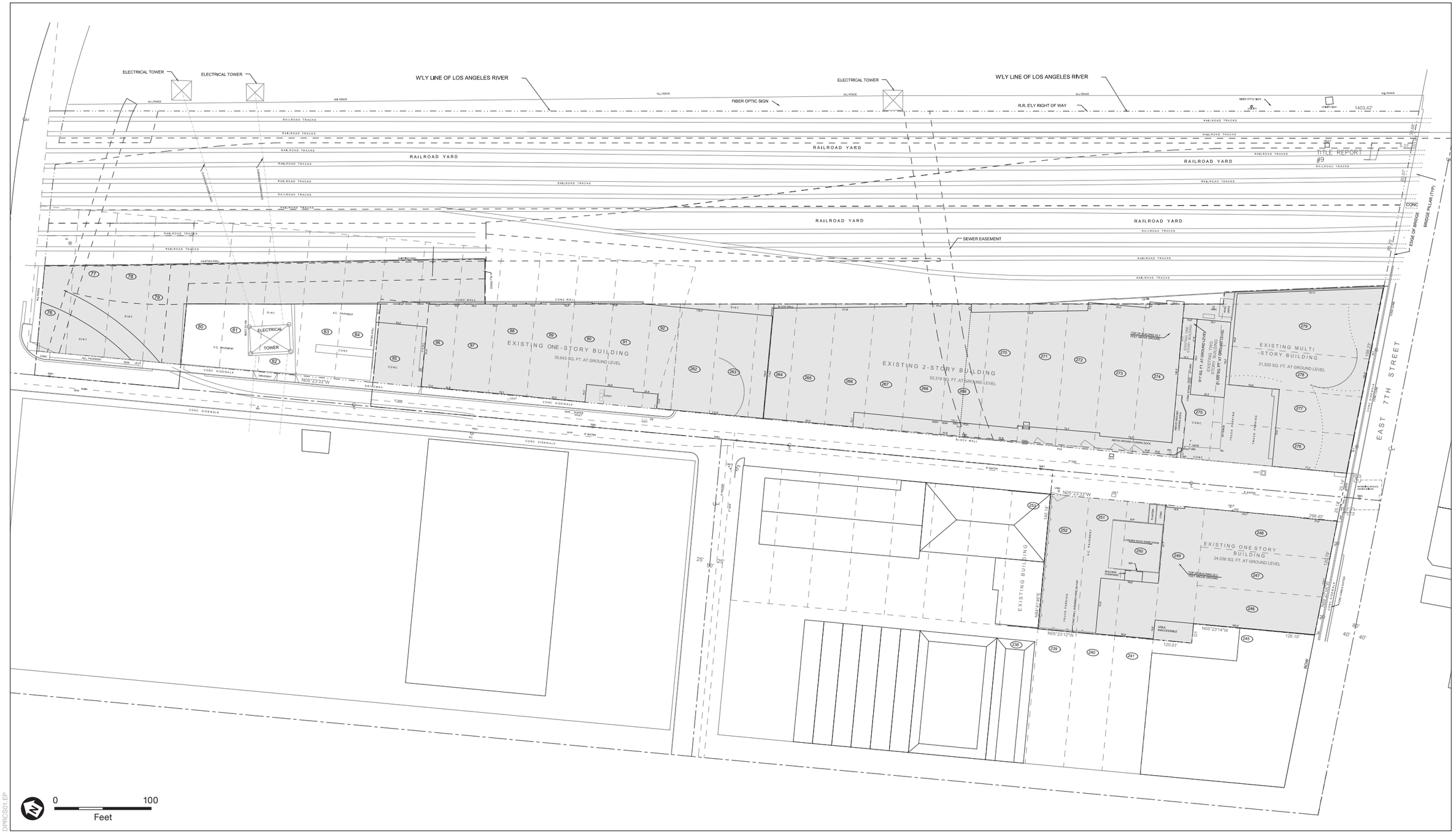
North of the Project Site, the recently demolished c. 1930s 6th Street Bridge ROW is currently the site of construction activity for a new multi-modal bridge to be called the "Ribbon of Light" (Ribbon of Light Bridge), which will include the approximately 12-acre Sixth Street Park, Arts, River, and Connectivity Improvements (Sixth Street PARC Improvements or PARC) located under and adjacent to the Ribbon of Light Bridge.[4] The PARC project is being led by the City of Los Angeles Bureau of Engineering. Other nearby land uses include commercial retail, restaurant, and live/work development across 7th Street to the south, and low-rise industrial and warehouse uses across Mesquit Street to the west, along with a three-story multi-family residential building at the corner of 7th Street and Santa Fe Avenue.

While the Project Site is not currently identified as being in a transit priority area, its location has substantial transit service availability and has been identified for potential future major transit improvements, including a possible future Metro rail station and expansions of LADOT bus lines to provide service to the Arts District, which will be confirmed over the course of the Project's entitlement approval process. The Applicant will seek confirmation of transit priority area designation based on these plans. The Project Site is currently served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional access is provided by the Santa Monica Freeway (I-10), located approximately 0.38 miles to the south; the Hollywood Freeway (US 101) and Golden State Freeway (I-5) located approximately 0.37 miles to the east; and the Harbor Freeway (I-110), approximately 2.52 miles to the west. Local access is provided by 6th and 7th Streets, with direct access provided via Mesquit Street and Jesse Street.

Bus and rail service in the area are provided by Metro. The closest Metro bus stop is located at the southwest corner of 7th Street and S. Santa Fe Avenue, approximately 235 feet southwest of the Project Site, and serves Metro Lines 18, 60, and 62, all of which travel east and westbound on 7th Street. Metro Lines 18 and 720 each have a stop at the intersection of 7th Street and Decatur Street, which is located approximately 0.3 miles west of the Project Site, both of which have 15

3 Assessor Parcel Numbers (APNs) 5164-017-002, -003, -006, -008; 5164-018-009; 5164-016-009, -010, & -803.

4 City of Los Angeles Bureau of Engineering, Sixth Street Viaduct Replacement Project, http://www.sixthstreetviaduct.org/. Accessed March 30, 2017.



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

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Figure A-2
Existing Conditions Site Plan

ESA

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SOURCE: Google Map, 2015 (Aerial)

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Figure A-3
Aerial Photograph with Surrounding Land Uses

ESA

minute or less headways during the peak periods. The closest LADOT (A) stop is located at the intersection of Traction Avenue and Merrick Street and is approximately 0.8 miles north of the Project Site. The Greyhound station is located at the southwest corner of 7th Street and Decatur Street, approximately 0.6 miles west of the Project Site.

The closest Metro light rail stations are the Little Tokyo/Arts District Gold Line and Washington Blue Line stations, located approximately 1.0 mile and 1.32 miles from the Project Site, respectively. Union Station is located approximately 1.23 miles to the northwest of the Project Site. These stations provide service between Downtown Los Angeles and Long Beach and provide connections to the 7th Street Metro Center in Downtown and the Metro Blue, Expo, Purple, and Red Lines and various bus lines. Metro is studying the viability of extending the Red or Purple Lines into the Arts District, with stations under consideration at 3rd Street and 6th Street.[5,6]

C. Site Background and Existing Conditions

The Project Site is currently developed with existing one- and two-story cold storage facilities consisting of warehouse and wholesale commercial buildings and associated office space, loading docks, and seven surface parking spaces. The existing buildings range from approximately 22 to 61 feet in height and total approximately 205,393 gross sf of floor area. The property owners, the Gallo family, have worked on or adjacent to the property since the 1960s and have owned the primary business operating on the property, Rancho Cold Storage, for over 30 years. Other existing on-site businesses include Hidden Villa Ranch, Integrated Food Service, and Harvey's Produce. Approximately 22 persons are currently employed on the Site.

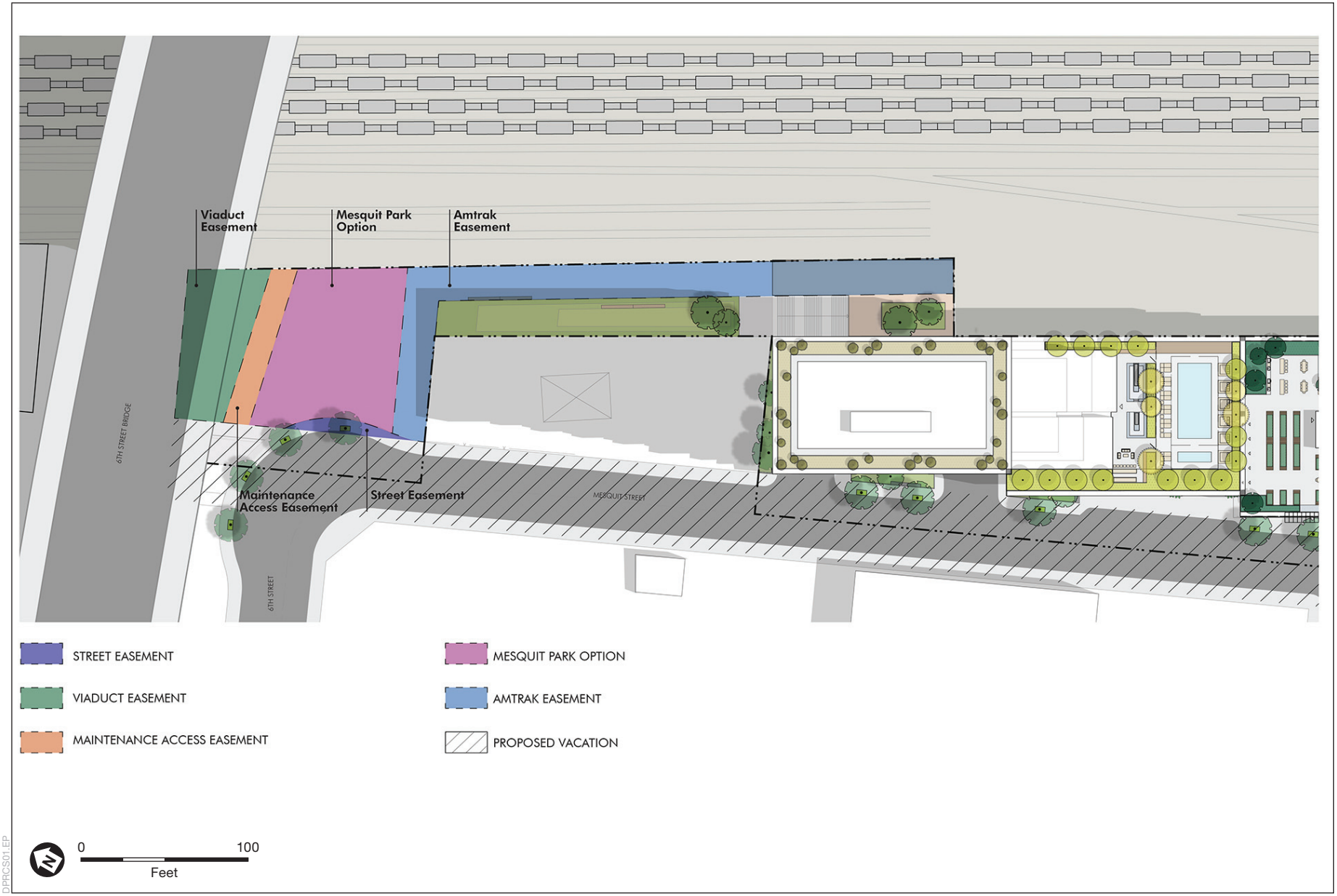
The City and the property owners are currently negotiating easements for the City's use of portions of the northern end of the Project Site (Northern Area). As depicted on **Figure A-4**, *City Easements*, the Applicant anticipates granting the City a Viaduct Easement, a Maintenance Access Easement, and a Street Easement in connection with the Ribbon of Light Bridge at 6th Street. In addition, as also depicted on Figure A-4, the City and Applicant are negotiating a Mesquit Park Option, which would grant the City an option to use a portion of the Northern Area as an extension of the PARC.

D. Existing Planning and Zoning

The Project Site is located within the Central City North Community Plan Area, the River Improvement Overlay District, the East Los Angeles State Enterprise Zone, the Central City Revitalization Zone, and the Arts District Business Improvement District.

5 Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, April 19 and 20, 2017. Available at http://thesource.metro.net/2017/04/17/latest-metro-staff-report-on-issues-involving-an-arts-district-metro-rail-station/. Accessed April 19, 2017.

6 Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, January 19, 2017. Available at: https://metro.legistar.com/LegislationDetail.aspx?ID=2938269&GUID=681E0C6A-0CA0-4806-A037-21BCFF25B994. Accessed March 30, 2017.



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

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Figure A-4
City Easements

ESA

The General Plan land use designation for the Project Site is Heavy Industrial and the zoning is M3-1-RIO. The "M3" (Heavy Industrial) zone permits a wide range of industrial and manufacturing uses prevalent in the area such as warehouses, cold storage, and food processing facilities, and also permits commercial and office uses. The "1" indicates Height District 1, which establishes a FAR of 1.5. The "RIO" designation 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 and Central City Revitalization Zone were established to stimulate local investment and revitalization of the area.

E. Description of the Project

The Applicant proposes to remove the existing on-site cold storage facilities consisting of approximately 205,393 sf, and to redevelop the Project Site with a mix of uses totaling approximately 1,792,103 sf of floor area on seven proposed ground lots. This would include creative office space (approximately 944,055 sf); approximately 308 multi-family residential units (approximately 307,907 sf, 16 percent of which would be affordable units); approximately 236 hotel rooms (approximately 158,647 sf); retail uses (including grocery and farmer's market) (approximately 136,152 sf), restaurants (approximately 89,576 sf), studio, event, gallery, and potential museum space (approximately 93,617 sf); and gym (approximately 62,148 sf). The Project would also include at- and above-grade landscaped open space, including recreational amenities, totaling 83,789 sf, four (4) levels of below grade parking spanning the Project Site, and at and above grade parking within Buildings 3, 4, and 5. The Project would provide approximately 2,000 parking spaces and 930 bicycle parking spaces. A rooftop heliport is also proposed for emergency and occasional use. The resultant FAR would be approximately 7.5:1. The proposed development program is summarized in **Table A-1**, *Proposed Development Program*, and is discussed in more detail below.

TABLE A-1
PROPOSED DEVELOPMENT PROGRAM

Use	Size/Area	
Site Area (Gross)	**201,151**	**sf**
	4.6	**ac**
Site Area (Net)	**237,714**	**sf**
	5.45	**ac**
Maximum Building Height	360	feet
	30	floors
Residential (Live/Work Units)		
Studio	73	du
One Bedroom	169	du
Two Bedroom	49	du
Three Bedroom	17	du
Total Dwelling Units	308	du
Total Residential Floor Area (approx.)	307,907	sf
Commercial (all areas approximate)		
Office	944,055	sf
Retail (including enclosed Grocery and Farmer's Market)	136,152	sf
Restaurant	89,576	sf
Hotel	158,647	sf

Use	Size/Area	
Studio/Event/Gallery/Potential Museum	93,617	sf
Gym	62,148	sf
Total Commercial Floor Area	1,484,196	sf
Total Floor Area (Gross, approx.)	**1,792,103**	**sf**
Floor Area Ratio (FAR)	**7.5:1**	
Vehicle Parking Proposed On-Site (approx.)	**2,000[a]**	**spaces**
LAMC Required Vehicle Parking	**2,740[b]**	**spaces**
Bicycle Parking Proposed	**≥930**	**spaces**
LAMC Required Bicycle Parking	**930**	**spaces**
Open Space		
Common Open Space (approx.)[c]	83,789	sf
Private Open Space	0	sf
Total Open Space (approx.)	83,789	**sf**
LAMC Required Open Space[d]	**54,825**	**sf**

NOTES:

[a] The proposed number of vehicle parking spaces takes into account the proposed Parking Variance permitted under LAMC §12.27.

[b] The LAMC required number of parking spaces takes into account reduction permitted under LAMC §12.27 for providing bicycle parking.

[c] The open space included in this calculation reflects only common open spaces with access by all residents, including Mesquit Park Area, River Balconies, Public Plaza Flex Deck, Sculpture Garden, Productive Garden, Pool Deck, and Streetscape. The proposed Deck intended to provide access to the Los Angeles River is not included in open space calculations.

[d] Pursuant to Section 12.21G2 of the LAMC, new construction containing six or more dwelling units on a lot shall provide at a minimum the following usable open space per dwelling unit: 100 square feet for each unit having less than three habitable rooms and 125 square feet for each unit having three habitable rooms. There would be 291 dwelling units with less than three habitable rooms and 236 hotel rooms [527 * 100 sf = 52,700 sf] and 17 dwelling units with three habitable rooms [17 * 125 sf = 2,125 sf]. The total LAMC Required Open Space is 54,825 sf.

SOURCE: ESA, January 2017.

The proposed uses would be accommodated in five new buildings atop subterranean and podium parking. Buildings 1 through 4, which would contain residential, hotel, and commercial uses (including office), would be oriented in a linear fashion along the east side of Mesquit Street, extending from the LADWP Property on the north to the 7th Street Bridge on the south. Buildings 1 through 4 would step down to 7th Street, ranging in height from 360 feet in the north to 90 feet in the south (30 floors maximum), and would incorporate east-west view corridors between the buildings to visually connect Boyle Heights, the Los Angeles River, the Arts District, and greater Downtown. Building 5, which would contain primarily office space, would be developed on the west side of Mesquit Street abutting the 7th Street Bridge and would be 360 feet in height (30 floors maximum). A rooftop heliport is also proposed for emergency and other occasional use.

A conceptual site plan showing the proposed buildings and building setbacks, open space, and vehicular and pedestrian circulation on the Project Site is presented in **Figure A-5**, *Conceptual Site Plan*. The elevations of the proposed buildings are depicted in **Figures A-6** through **A-9**, *Elevations.*

The Project also proposes significant public benefit commitments related to new transportation and pedestrian improvements and the livability of the neighborhood. The Project would include, pending approval by the railroad/transit operating entities, construction of a pedestrian deck (Deck) over a portion of the railway property to the east of the Project Site. Construction of the Deck would require approval by the railroad/transit operating entities to permit the air rights development above the Railway Property directly adjacent to the Project. The Deck would span the length of the Project Site and directly connect the 7th Street Bridge and northern edge of the

Mesquit Park Area
Desert Pollinator Garden
River Balcony
Pool Deck
Productive Garden
Work / Breakout Deck
Sculpture Garden
Fitness Deck
Desert Pollinator Garden
Public Plaza Flex Deck
River Balcony

LOS ANGELES RIVER

6TH STREET BRIDGE
6TH STREET
MESQUITE STREET
JESSE STREET
7TH STREET BRIDGE

Enhanced Streetscape
Terraces
West Garden

1 BUILDING 1 (360′) Hotel/Residential
2 BUILDING 2 (270′) Office/Retail
3 BUILDING 3 (180′) Gym/Event/Rest./Retail
4 BUILDING 4 (90′) Retail/Rest.
5 BUILDING 5 (360′) Office
6 NORTHERN AREA

Pedestrian Access
Vehicular Access
View Corridor
Bicycle Parking
Proposed Vacation

0 100 Feet

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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

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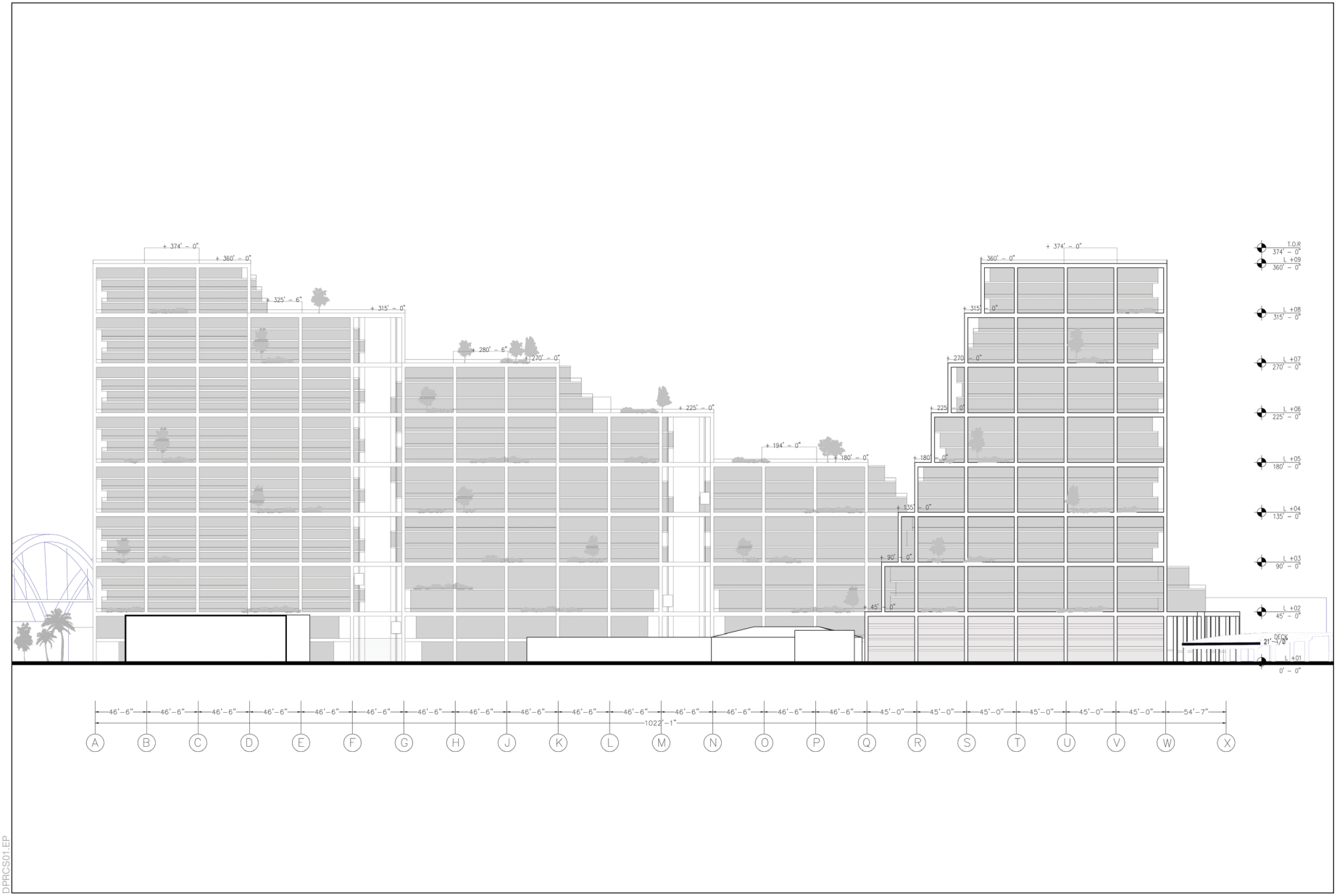
Figure A-5
Conceptual Site Plan

ESA



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

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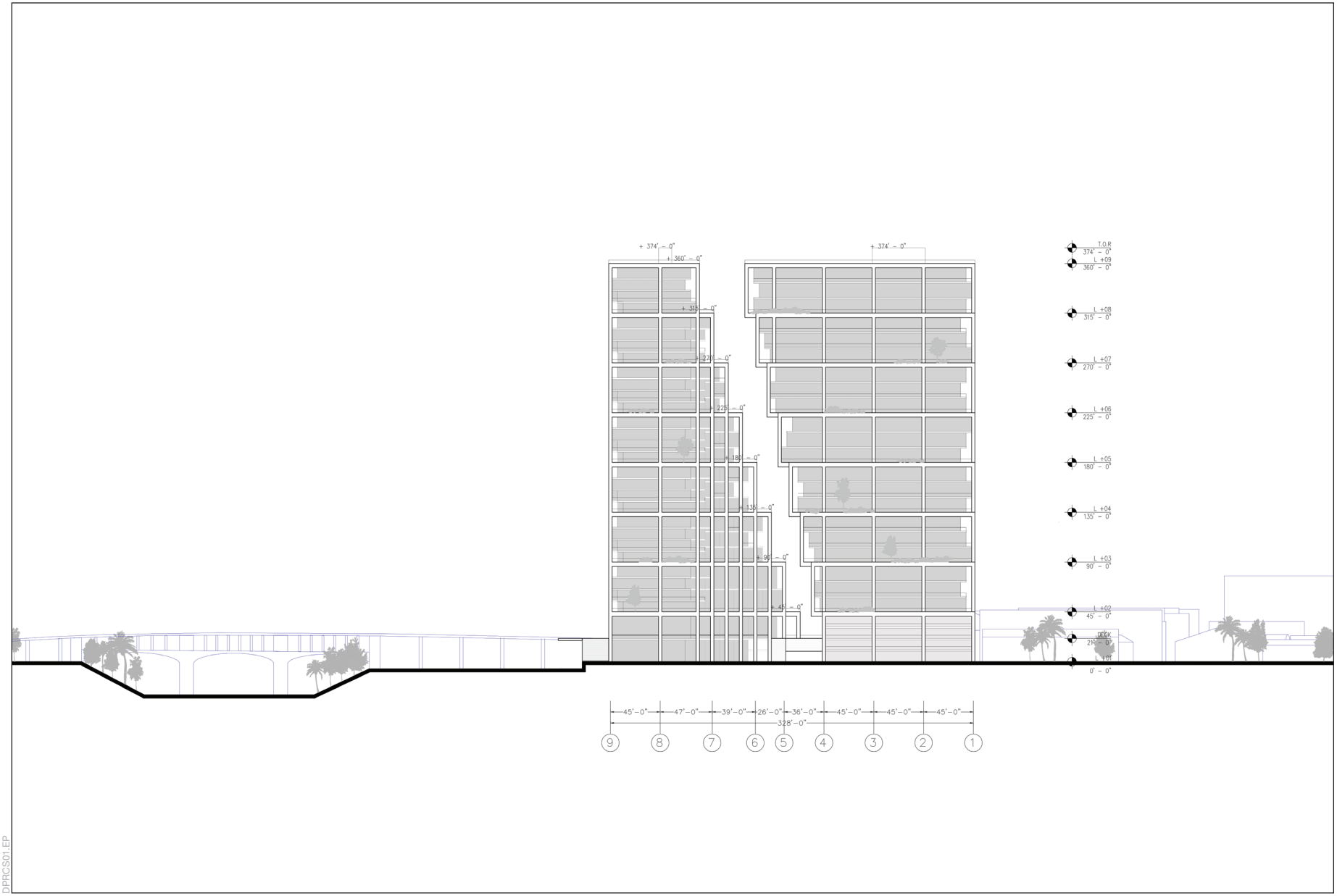
Figure A-6
West Elevation

ESA



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

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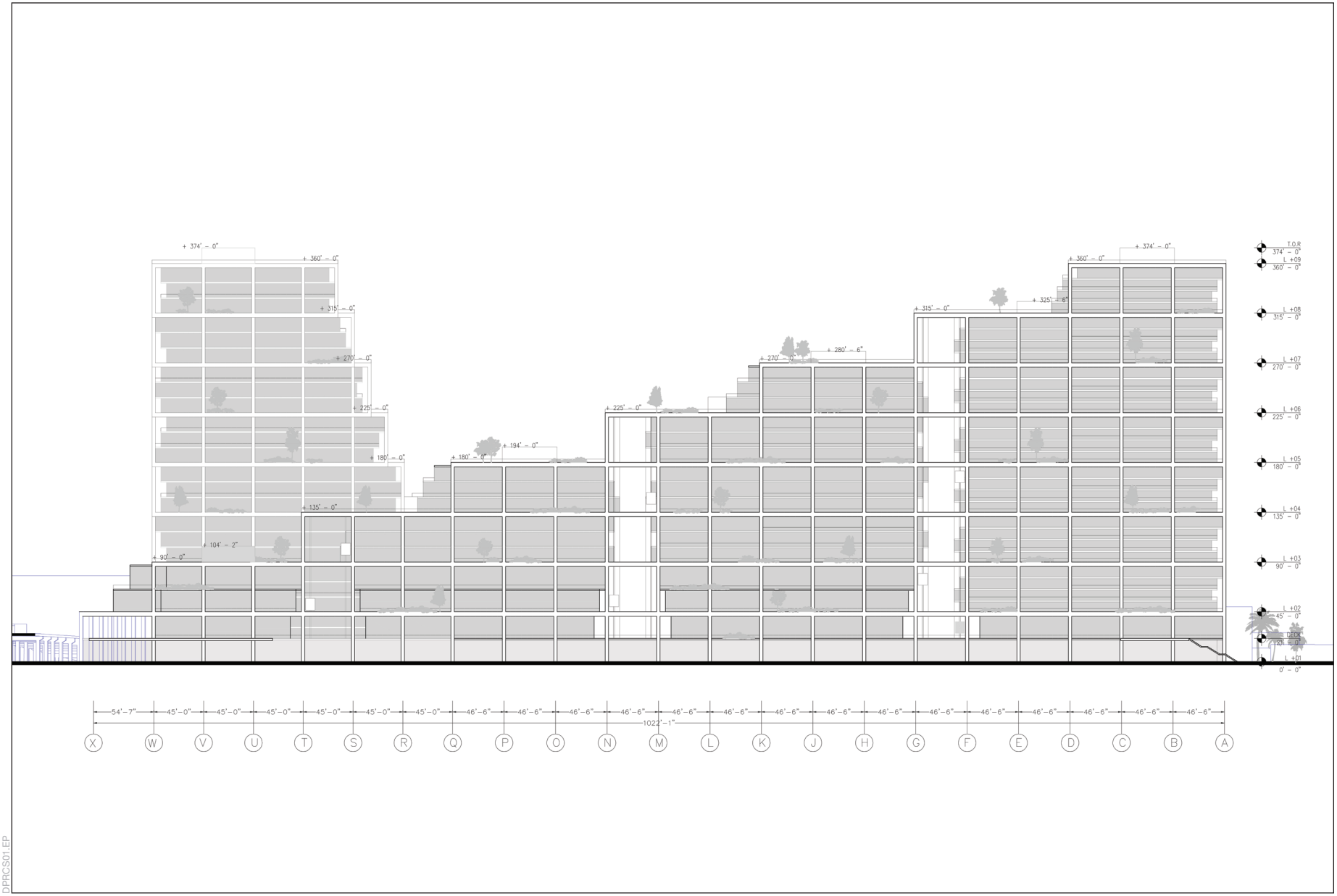
Figure A-7
North Elevation

ESA



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

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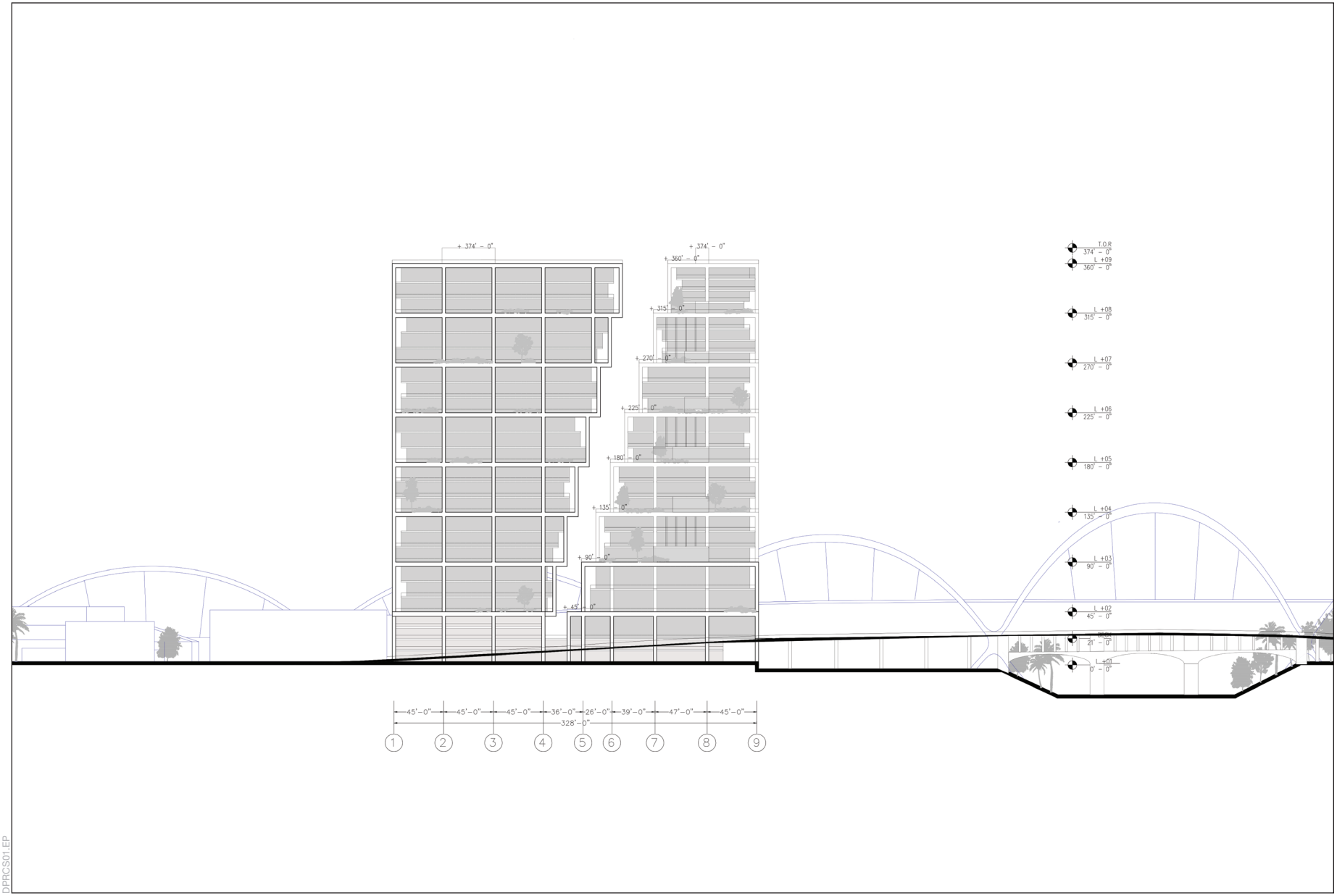
Figure A-8
East Elevation

ESA



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SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

670 Mesquit

Figure A-9
South Elevation

ESA

Project Site, providing a pedestrian connection to the City's planned PARC beneath the Ribbon of Light Bridge. The goals of the Deck include providing additional outdoor space open to the public with views of and connections to the Los Angeles River and beyond. As described in Subsection F, given the scope and potential magnitude of these improvements as a public private partnership to benefit the Arts District community, the Environmental Impact Report (EIR) for the Project will study the environmental impacts of several Deck options.

1. Proposed Land Uses by Building

Building 1 would comprise approximately 466,554 sf of floor area and be approximately 360 feet in height. Uses in Building 1 would include multifamily residential with affordable housing and hotel. heliport would be located on Building 1. Building 2 would be located adjacent to and south of Building 1. Uses in Building 2 would include retail, restaurant, and office and would comprise approximately 331,517 sf of floor area and be approximately 270 feet in height. Building 3 would be located adjacent to and south of Building 2. Proposed uses in Building 3 include retail, restaurant, studio, event, gallery, and potential museum space, gym, and grocery; the building would comprise approximately 239,936 sf of floor area and be approximately 180 feet in height. Building 4 would be located at the southern edge of the Project Site on the east side of Mesquit Street and abutting the 7th Street Bridge. Building 4 would comprise approximately 70,519 sf of floor area and be approximately 90 feet in height, with a potential vehicular and pedestrian connection to the 7th Street Bridge at its southern end. Proposed uses include retail, restaurant, and grocery.

Building 5 would be located at the southern edge of the Project Site on the west side of Mesquit Street and abutting the 7th Street Bridge. Building 5 would be primarily used for office and would comprise approximately 683,577 sf of floor area and be approximately 360 feet in height. The Project proposes above-grade parking within Building 5, including a vehicular connection to the 7th Street Bridge. A proposed heliport would be located on Building 5 in addition to that proposed on Building 1.

2. Proposed Recreational and Open Space Amenities

The Project would incorporate open-air and indoor common open space for use by Project residents, hotel guests, employees and the general public and visitors.

Three major pedestrian passageways (Entry Plazas) are proposed between Mesquit Street and the eastern edge of the Project Site and would visually connect Boyle Heights, the Los Angeles River, the Arts District, and greater Downtown. The Entry Plazas would be located between each of the Buildings 1-4 and would provide midblock access to the Project, the planned pedestrian Deck, and two landscaped balconies, which are located along the northeast edge of Building 1 and along the southeast edge of Building 4 (River Balconies). The River Balconies and Deck would provide expansive views from the Project Site's eastern edge, overlooking the Railway Property, Los Angeles River, Ribbon of Light Bridge, and PARC. The Deck, as a proposed public benefit, could include such amenities as a sculpture park, benches and seating areas, and other visitor-serving uses. Figure A-5, Conceptual Site Plan, shows a composite of the proposed recreational and open space amenities on the Project Site, as well as the proposed buildings.

A proposed landscaped area at the northern end of the Project Site (Northern Area) is intended as publicly accessible open space and would connect the Project Site with the PARC beneath the Ribbon of Light Bridge. As described in Subsection C, Site background and Existing Conditions, the City may also use portions of the Northern Area for viaduct, maintenance, and street purposes, as well as an extension of the PARC. The Northern Landscaped Pedestrian Connection could also provide a connection in the future to an adjacent 6th Street Station for the potential Red and Purple Line extension, if this location is selected by Metro.[7] It could also provide bicycle infrastructure and/or support bicycle access in the area, as 7th Street is a designated Tier 3 Bicycle Lane.[8] The northeast River Balcony would provide stairway access to the Northern Area.

Proposed upper-story open space amenities include a series of terraced walkways that would interconnect the different buildings and create indoor and outdoor spaces, as well as larger rooftop decks with seating and other amenities. Some of the upper-story terraced walkways and decks would be accessible by the general public, while others would be for the use of Project residents, hotel guests, or employees only. They would provide panoramic views of the Downtown skyline, Los Angeles River, and distant vistas.

Finally, the Project would include long-and short-term bicycle parking and related amenities and proposes indoor gym facilities and an outdoor deck for recreational use by Project residents.

A total of approximately 83,789 sf of open space is proposed across the Project Site, which exceeds the LAMC requirement for 54,825 sf for the proposed mix of uses.

3. Proposed Land Use Designation 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 Subsection G, Anticipated Project Approvals.

The General Plan Amendment would change the current land use designation from Heavy Industrial to Regional Center Commercial. This would allow multi-family residential uses with affordable housing and hotel uses not permitted by the Heavy Industrial land use designation, and would be consistent with the ongoing transition of the Arts District from increasingly obsolete warehouse uses to residential mixed-use development, artist's lofts and studios, and related uses. The General Plan Amendment would redesignate Mesquit Street from a Collector Street to a Local Limited Street to better reflect Mesquit Street's anticipated function.

The Vesting Zone Change and Height District Change would change the current zoning from M3-1-RIO to C2-3-RIO. This would allow multi-family residential uses with affordable housing and

7 Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, January 19, 2017. Available at: https://metro.legistar.com/LegislationDetail.aspx?ID=2938269&GUID=681E0C6A-0CA0-4806-A037-21BCFF25B994. Accessed March 30, 2017.

8 City of Los Angeles Department of City Planning, Mobility Plan 2035, An Element of the General Plan, December 2015. Available at: https://losangeles2b.files.wordpress.com/2015/12/mobilityplan_web_dec03_2015.pdf. Accessed March 30, 2017.

hotel uses not permitted in the M3 zone and would correspond to the Regional Center Commercial land use designation. The height district change from Height District 1 to Height District 3 would allow for up to a 10:1 FAR.

The Project includes a Land Use Environmental Equivalency Program that would allow the mix of proposed on-site development to be modified to respond to future needs in a manner that would not increase the Project's impacts on the environment. Within this framework, land uses could be exchanged for certain other permitted land uses within and between buildings so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. All permitted land use increases could also be exchanged for corresponding decreases of other land uses. As such, the number of residential units, hotel rooms, commercial uses, and other uses and square footages described in this Project Description could be subject to adjustment pursuant to the Equivalency Program.

4. Design and Architecture

Architect Bjarke Ingels, with Bjarke Ingels Group, has designed the Project. The five proposed buildings would be constructed in a contemporary architectural style with transparent façades and an articulated, three-dimensional, stepped design that decreases in scale to merge with the surrounding neighborhood. The transparent, stepped building profile, along with upper-story landscaped terraces and rooftops, and at-grade open space elements engage and open the Project Site up to the neighborhood and broader community in all directions, including 6th Street (and the proposed Ribbon of Light Bridge and PARC) to the north, 7th Street to the south, the Arts District to the west, and the LA River and Boyle Heights to the east. The overall design approach is intended to complement the industrial character of the Arts District and proposed building materials would include concrete, steel, and glass, reflecting materials prevalent in the neighborhood.

The buildings are designed to provide occupants with expansive views of the surrounding neighborhood, downtown Los Angeles, the Ribbon of Light Bridge, PARC, and Boyle Heights and points east. As depicted in **Figures A-10** through **A-12**, *Renderings*, the proposed Entry Plazas serve as oversized, nearly full-height east-west view corridors between each of the Buildings 1-4. Buildings 4 and 5, flanking Mesquit Street, would also maintain visual separation and display stepped, and inverted profiles to frame north/south views along Mesquit Street and through the Project from the north and south.

View looking east.

DPRCS01.EP

SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

670 Mesquit

Figure A-10
Rendering

ESA

View looking east from Mesquit Street.

DPRCS01.EP

SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

670 Mesquit

Figure A-11
Rendering

ESA

View from project interior looking south toward 7th Street Bridge.

DPRCS01.EP

SOURCE: Bjarke Ingels Group with Gruen Associates, 2017

670 Mesquit

Figure A-12
Rendering

ESA

5. Landscaping and Green Space

The Project Site contains no existing trees or vegetation, including in any adjoining ROW. The Project would integrate landscape plantings throughout the Project Site, including at grade, as part of the Deck on the eastern side of the Project Site, on upper-story terraced walkways and decks, and on building rooftops, as shown in Figure A-5. Of the approximately 83,789 sf of open space proposed across the Project Site, approximately 26,491 sf or 31 percent is proposed to be landscaped; this exceeds the LAMC requirement that 25 percent (13,706 sf) of the required open space (54,825 sf) be "softscape".

Collectively, the landscape plan introduces a variety of green spaces into the predominantly industrial neighborhood, as well as reestablish physical, visual, and ecological connections between the Arts District, Project Site, and Los Angeles River. Specific benefits of the proposed landscape plan include a more comfortable climate through creation of shaded spaces, increased visual interest, fostering local habitat, and managing stormwater. More broadly, the Project is intended to complement the Los Angeles River Revitalization Master Plan, a major ongoing initiative to establish the Los Angeles River as a "front door" to the City through, among other stated goals, the provision of recreational space and open space, new trails, and improved natural habitat within the river corridor; the provision of public access; and enhancement of riverfront communities through the provision of open space, housing, retail spaces, educational facilities, and other public institutions.[9] The Project proposes to collocate these and other uses, on the Project Site, together with open space and pedestrian views of and access to the River. The Project would also provide a connection to the PARC to be located under and adjacent to the Ribbon of Light Bridge, immediately north of the Project Site. The Project includes a diversity of plant materials in outdoor spaces. Specifically, the landscape strategy and plant palette for the Project Site focuses on plant communities historically present within or in proximity to the Los Angeles River at grade and on lower-story decks and terraces, transitioning to plants from more arid plant communities on upper stories.

Landscape plantings would be sustainable and water-efficient, featuring California native and Mediterranean low-water-use plants. Approximately 151 trees (24-inch boxes) would be planted on the Project Site, including street trees. Landscaping would also be installed in on-site locations visible from the Los Angeles River in accordance with the LA RIO Ordinance. Different plantings are proposed and would include shrubs and perennials, groundcover, grasses, and cacti and succulents, depending on location and use.

The Project's proposed Northern Area would be landscaped in a manner compatible with the adjacent off-site PARC beneath the Ribbon of Light Bridge (on 6th Street). The planting of sycamore and willow trees, together with understory plantings and a swale system, could be designed to receive, detain and release/infiltrate stormwater and contribute to compliance with the City's Low Impact Development, or LID, ordinance requirements. In addition, as discussed in the

9 City of Los Angeles Bureau of Engineering, Los Angeles River Revitalization Master Plan (Archive), at: http://boe.lacity.org/lariverrmp/Background/master_plan.htm. See also, Los Angeles River Revitalization: http://lariver.org/. Accessed March 30, 2017.

Subsection F below, the Project is supporting creation of a pedestrian Deck adjacent to the Railway Property and Los Angeles River.

6. Access, Circulation and Parking

Vehicular and bicycle access to the Project Site is anticipated to be obtained via four driveways: a (1) two-way full-access driveway on Mesquit Street at the northern end of the Project at ground level; (2) a two-way full-access driveway on Mesquit Street at the southern terminus of the street at ground level; (3) a proposed two-way signalized full-access driveway connecting to the 7th Street Bridge to the third level of Building 4 near the southeastern corner of the Project Site; and (4) a proposed two-way right-turn-in/right-turn-out-only driveway connecting to the 7th Street Bridge to the second level of Building 5 near the southwestern corner of the Project Site. The signalized and non-signalized driveways at 7th Street are subject to approval of the Los Angeles Department of Transportation (LADOT). In addition, a passenger loading zone pull-out would be provided along the east side of Mesquit Street north of Jesse Street.

Primary service access would be provided via loading docks located within the ground level of the parking structure. Trucks would enter and exit the structure via the driveway near the southern terminus of Mesquit Street. Turnaround capability would be provided within the structure. Secondary service access for the residential and hotel uses would be provided at the northern end of the Project Site, accessed via the driveway on Mesquit Street at the northern end of the Project.

As previously indicated, pedestrian circulation would include three Entry Plazas between the buildings providing midblock access to the Project, River Balconies, and the proposed Deck, overlooking the Los Angeles River, and the Ribbon of Light Bridge and PARC. The northeast River Balcony would also include a stairway connecting to the Northern Area, PARC, and potential future Metro 6th Street Station.[10] In addition, as discussed in Section F, the Project is supporting creation of a pedestrian Deck adjacent to the Railway Property and Los Angeles River.

The Project includes the construction of parking at, above, and below grade. The Project proposes four levels of below grade parking, spanning the Project Site. There would also be at- and above-grade parking located within Buildings 3, 4, and 5. The Project would provide approximately 2,000 on-site vehicle parking spaces on-site (to serve all uses). In the event the Project is phased, construction of the underground parking may also be phased. As an interim condition during phased construction, surface parking and/or temporary on-site parking facilities and/or temporary off-site parking facilities would accommodate parking demand. If additional parking is required for the Project, parking would be secured off-site and a worker shuttle to the Project Site provided if necessary (i.e., if off-site parking is beyond walking distance). The Project would also provide approximately 930 bicycle parking spaces on-site. Bicycle parking would be stationed in various locations throughout the Project Site and provide both short-term spaces and long-term storage.

10 Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, January 19, 2017. Available at: https://metro.legistar.com/LegislationDetail.aspx?ID=2938269&GUID=681E0C6A-0CA0-4806-A037-21BCFF25B994. Accessed March 30, 2017.

7. Lighting, Signage and Fencing

On-site lighting would be designed to provide clear identification of the location of major tenants, as well as to highlight pedestrian and vehicle entrances and exits, architectural features, and certain landscape elements, and to meet public safety standards. Exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses in compliance with applicable LAMC lighting standards and RIO design standards.

Project signage would comply with the City's sign regulations and would be designed to be compatible with Proposed Project building architecture. New sources of illumination would include low-level external lighting and internal halo lighting. Signs would include building and general ground-level and wayfinding pedestrian signage and would be architecturally integrated into the design of the buildings. Future tenants may elect to submit discretionary sign requests for specific businesses**.**

New fencing and gates may be provided around the perimeter of the Project Site. Fencing and gates would comply with applicable LAMC standards and RIO design standards.

8. Site Security

The Project would incorporate a security program to ensure the safety of Project residents, customers, and visitors. The buildings would include controlled access of the multifamily residential and hotel 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. Project design would also include lighting of entryways, publicly-accessible areas, and common building and open space residential areas for security purposes.

9. Special Events

Special events, such as resident and employee gatherings, art shows, conferences, and other community events could potentially be held within the Project buildings or outdoor open space areas. Such events would typically be restricted to daytime and evening (before midnight) hours. Special events, depending on size and type, may be subject to City special event permits, event management plans, and applicable LAMC noise requirements.

10. 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 certification or its equivalent. The Project would also comply with the City's 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 proposed design features that would contribute to energy efficiency include cool roofs; electric vehicle chargers/spaces; energy-efficient appliances; water-efficient plumbing fixtures and fittings; and water-efficient landscaping.

The Project will also promote bicycle transportation by providing 930 bicycle parking spaces. The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure.

11. Anticipated Construction Schedule

Project construction is anticipated to commence as early as 2019 and be completed as early as 2022 or as late as 2040. The Project could be constructed in a single phase. Alternatively, the design of Buildings 1–5 would enable the Project to be built in separate phases over time. In the event the Project is phased, construction of the underground parking may also be phased. As an interim condition during phased construction, it is possible that surface parking and/or on-site parking structures and/or off-site parking structures could be constructed to accommodate parking demand.

Construction would include approximately 407,000 cubic yards of grading (cut), all of which would be exported from the Project Site, with excavations averaging 47 to 53 feet below the ground surface (bgs) for the lowest subterranean parking structure level and maximum excavations up to approximately 63 feet bgs.

In order to ensure timely Project completion, construction hours would occur Monday through Saturday in accordance with the LAMC. Construction hours could extend beyond these hours if required and specifically permitted by the City.

F. Public Benefit Contributions of the Project

The Project also proposes significant public benefit commitments related to new transportation and pedestrian improvements and the livability of the neighborhood. to provide enhanced public access to the Los Angeles River, which is situated to the east of the Railway Property (the Los Angeles River and Railway Property are collectively referred to as the River Properties). Within the Applicant's existing land ownership, areas at the northeastern and southeastern edges of the Project Site have been identified as River Balconies, which would provide expansive views from the Project Site's eastern edge, overlooking the River Properties as well as the Ribbon of Light Bridge and the PARC. The northeast River Balcony would provide stairway access to the Northern Area and a potential connection to the River Properties. At the southeast edge of the Project Site, where the River Balcony is located adjacent to the 7th Street Bridge, the potential exists for future pedestrian/bicycle connections to the River Properties, which the Project would support.

Construction of the Deck outside the Applicant's existing land ownership would require approval by the railroad/transit operating entities to permit Deck construction in air space above the Railway Property directly adjacent to the Project Site. The Project Draft EIR will study options

for expansion of the Deck over the Railway Property, though such expansion can only be accomplished if it is feasible and agreements can be obtained with the owners of the Railway Property and the railroad/transit operating entities. The goal of the Deck includes providing additional outdoor space open to the public with views of and connections to the Los Angeles River and beyond. It would span the length of the Project Site and directly connect the 7th Street Bridge and northern edge of the Project Site, providing a pedestrian connection to the PARC beneath the Ribbon of Light Bridge.

The first required approvals would be from Amtrak and Metro, which own portions of the Railway Property adjacent to and nearest the Project Site. In this scenario, the Deck could span the length of the Project Site and directly connect the 7th Street Bridge and northern River Balcony.

With additional approvals, it could also be possible to add a viewing platform extension from the eastern edge of the Deck across the Railway Property to the Los Angeles River. The viewing platform would be an elevated platform connecting the Project Site to the Los Angeles River as a point of interest and could serve as a means of connection to the future Los Angeles River Bike Path. In addition to approvals from Amtrak, this extension would require approval from Metro and Burlington Northern/Santa Fe Railway. Another option could be to locate the viewing platform extension adjacent to the 7th Street Bridge if such an approach is approved by the City, including the Bureau of Engineering.

A wider Deck, providing more open space, could also provide a connection to a potential future Metro 6th Street Station that would bring a Purple Line extension to the Arts District community at 6th Street as a component of the Deck, with elevator and escalator access to the Station. Again, approvals would be needed, at a minimum, from Amtrak and Metro. For additional widths, approval would also be needed from Burlington Northern/Santa Fe Railway.

Given the scope and potential magnitude of these improvements as a public private partnership to benefit the Arts District community, the EIR for the Project will study the environmental impacts of several Deck options.

In the event it is not feasible to obtain approval for the air rights construction at the Railway Property, the Applicant would make a public benefits contribution for pedestrian-serving improvements in the vicinity of the Ribbon of Light Bridge or PARC, the Project Site, and the Los Angeles River.

G. Anticipated Project Approvals

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

1. Pursuant to California Government Code Section 65356, Los Angeles Charter Section 555 and LAMC § 11.5.6, a General Plan Amendment to the Central City North Community Plan to change the Community Plan land use designation from Heavy Industrial to Regional Center Commercial and an amendment to the Circulation Element

of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to re-designate Mesquit Street from a Collector Street to a Local Limited Street. The General Plan Amendment would allow the multi-family residential with affordable housing and hotel which are not permitted in the Heavy Industrial land use designation. The amendment to the Mobility Plan 2035 and Community Plan Land Use Map would better reflect Mesquit Street's function as a Local Limited Street.

2. Pursuant to LAMC §§ 12.32.F and 12.32.Q, a Vesting Zone Change and Height District Change from M3-1-RIO to C2-3-RIO. The zone change from M3 to C2 would allow the multi-family residential with affordable housing and hotel and would correspond to the Regional Center Commercial land use designation. The height district change from Height District 1 to Height District 3 would allow for a FAR of up to 10:1.

3. Pursuant to LAMC § 11.5.7, a Specific Plan. The Specific Plan could be inclusive of the following:

    a. Major Development Project Conditional Use Permit,

    b. Vesting Conditional Use for Floor Area Ratio (FAR) Averaging and Residential Density Transfer in Unified Developments,

    c. Master Conditional Use for on-site and off-site sale of Alcoholic Beverages,

    d. Master Conditional Use for Dance Hall(s),

    e. Vesting Conditional Use Permit for Heliport,

    f. Special Permission for a Reduction of Off-Street Parking Spaces by the Director

    g. Variance to permit a reduction of the amount of on-site parking spaces otherwise required,

    h. Variance to permit off-site parking to be provided at a property more than 750 feet from the Project Site,

    i. Variance to permit the siting of bicycle parking spaces at an alternative location,

    j. Zoning Administrator's Adjustment to permit a zero-foot setback in lieu of any otherwise required setbacks,

    k. Variation from the street dedication requirements under the Mobility Plan 2035, and

    l. Applicable provisions from the Greater Downtown Housing Incentive Area such as allowing the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the Project's FAR.

4. Pursuant to LAMC § 12.22.A.25, a request for three affordable housing development incentives for the Project's provision of affordable housing in compliance with Measure JJJ and the City's Density Bonus Law, including the following:

    a. Averaging FAR, Density, Parking, Open Space, and Vehicular Access;

    b. FAR increase; and

    c. An incentive to allow the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the Project's FAR.

5. Pursuant to LAMC §17.03, a Vesting Tentative Tract Map for the merger and re-subdivision, as well as to absorb a portion of Mesquit Street to be vacated, to create ground lots and airspace lots, together with approval of a haul route.

6. Pursuant to Government Code §§ 65864-65869.5, a Development Agreement between the Developer and the City of Los Angeles for 20 years.

7. Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

ATTACHMENT B

Explanation of Checklist Determinations

I. Aesthetics

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 in the Arts District. Visual resources of merit in the Project vicinity include the Downtown Los Angeles skyline to the northwest, a new multi-modal bridge called the "Ribbon of Light" which is under construction to replace the recently demolished c. 1930s 6th Street Bridge to the northeast, the 7th Street bridge to the southeast, and the Los Angeles River to the east. While the Project would include view corridors toward the River, because the Project would introduce new 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, this topic will be analyzed further in the EIR.

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 state-designated scenic highway?

Potentially Significant Impact. The Project Site is not located within a State- or City-designated scenic highway or associated view corridor.[1] Furthermore, the existing buildings on the Project Site to be removed do not represent historic buildings (see the response to Checklist Question V.a), nor does the site contain trees, rock outcroppings, or other locally recognized desirable aesthetic natural features. However, the Downtown Los Angeles skyline, the 7th Street bridge, and the Los Angeles River may be considered scenic resources and include City-designated historical resources. The introduction of new high-rise buildings may indirectly affect scenic resources in Downtown Los Angeles and the Arts District. Therefore, this topic will be analyzed further in the 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 one- and two-story

[1] 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 December 1, 2016.

warehouse and wholesale commercial buildings on the Project Site with high-rise mixed-use development. The buildings would rise to a height of approximately 360 feet (30 stories) above finished grade. 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, this topic will be analyzed further in the 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 within the Arts District and along the western edge of the Railway Property, areas characterized by moderate to high ambient nighttime artificial light levels. At night, surrounding development typically generates moderate to high levels of exterior lighting for loading dock, security, parking, signage, and some architectural lighting. Street lights and the limited nighttime traffic on local streets also contribute to the light levels in the area. Some Project light sources, especially vertical elements, given the high-rise nature of the proposed buildings, may be visible from nearby off-site vantages, including existing residential uses south and east 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, this topic will be analyzed further in the EIR.

Shading impacts are influenced by the height and bulk of a building or structure, the time of year, the duration of shading during the day, and the proximity of shade-sensitive land uses or receptors. 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 residential uses located in the Project vicinity, including but not limited to a three-story apartment building on the northeast corner of 7th Street and Santa Fe Avenue and a condominium complex across 7th Street from the Project Site to the south. As the Project would increase the height of on-site development, it could have an impact on shade-sensitive residential uses. Therefore, this topic will be analyzed further in the 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 warehouses and wholesale commercial businesses, 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. Furthermore, 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.[2] Since the Project would not convert farmland to non-agricultural uses, there would be no impacts and no mitigation measures are required. No further analysis of this topic is 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 Industrial, Height District 1, River Improvement Overlay District). The Project Site comprises a relatively flat parcel developed with warehouses and wholesale commercial buildings.

No agricultural zoning is present in the Project vicinity, and no nearby lands are enrolled under the Williamson Act.[3] As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and there would be no impacts and no mitigation measures are required. No further analysis of this topic is 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 warehouses and wholesale commercial buildings, 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, except for the area immediately north and northwest of the Project Site which is zoned for public facilities and the Los Angeles River which

2 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 December 1, 2016.

3 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 December 1, 2016.

is zoned for open space. 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 impacts and no mitigation measures are required. No further analysis of this topic is 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 warehouse and wholesale commercial buildings, and associated office/administrative facilities, loading docks, and surface parking, 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 impacts and no mitigation measures are required. No further analysis of this topic is 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 in the Arts District, 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 and no mitigation measures are required. No further analysis of this topic is required.

III. Air Quality

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

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality 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 (O_3) 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 (O_3) 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 earlier AQMPs.

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, this topic will be analyzed further in the EIR.

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 O_3, particulate matter less than 10 microns in diameter (PM 10)[4], and for particulate matter 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, this topic will be analyzed further in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, PM10, and PM2.5) 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, within an air quality management area currently in non-attainment of Federal and State air quality standards for O_3, PM 10, 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, this topic will be analyzed further in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The Project Site is located in the downtown area and Arts District of Los Angeles, which includes a mix of uses, including residential and other sensitive uses in the Project vicinity. Existing sensitive uses in the Project vicinity include residential uses, including but not limited to a three-story apartment building on the northeast corner of 7th Street and Santa Fe Avenue and a condominium complex across 7th Street from the Project Site to the south. Construction activities and operation of the Project could increase air emissions above current levels, including potentially toxic air contaminants (TACs), thereby potentially affecting nearby sensitive receptors. Due to the proximity of sensitive receptors, construction TAC impacts

4 As noted in the 2012 AQMP, the Basin has met the PM_{10} standards at all stations and a request for re-designation to attainment status is pending with U.S. Environmental Protection Agency.

would need to be identified through a construction health risk assessment (HRA). Therefore, this topic will be analyzed further in the EIR.

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

Less Than Significant Impact. Any odors generated during construction of the Project would be localized and 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. The Project would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. 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 would not involve these types of uses. 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. It is anticipated that odor impacts would be less than significant. Existing sensitive uses in the Project vicinity include residential uses, including but not limited to a three-story apartment building on the northeast corner of 7th Street and Santa Fe Avenue and a condominium complex across 7th Street from the Project Site to the south. Therefore, given the proximity of the proposed Project to sensitive uses (residential), a qualitative odors assessment will be conducted in the EIR.

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 warehouses and wholesale commercial buildings, associated office/administrative facilities, loading docks, and surface parking. The Project Site does not support habitat for candidate, sensitive, or special status species. No trees are currently present within the Project Site and the adjacent street rights-of-way (ROWs). Thus, the Project would not disturb any native or protected trees as defined by the Los Angeles Municipal Code (LAMC) Section 17.02. Therefore, no impacts to candidate, sensitive, or special status species would occur and no mitigation measures are required. No further analysis of this topic in an EIR is 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 (SEA) as defined by the City of Los Angeles.[5,6] Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive natural community and no mitigation measures are required. No further analysis of this topic is 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 warehouses and wholesale commercial buildings, associated office/administrative facilities, loading docks, and surface parking. The surrounding area has been fully developed with urban uses and associated infrastructure, and the Los Angeles River is concrete lined in its nearest stretch to the Project Site (e.g., between the c. 1930s 6th Street Bridge, which was recently demolished, and the 7th Street bridge). 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 and no mitigation measures are required. No further analysis of this topic in an EIR is 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 warehouses and wholesale commercial buildings, associated office/administrative facilities, loading docks, and surface parking. Due to the highly urbanized nature of the Project

5 City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, at page 2.18-4. Available at: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf. Accessed on December 1, 2016.

6 County of Los Angeles, Department of Regional Planning, County of Los Angeles Significant Ecological Areas Program, Figure 9.3, Significant Ecological Areas and Coastal Resources Areas Policy Map, February 2015. Available at: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf. Accessed on December 1, 2016.

Site and surrounding area, the lack of a major water body other than the Los Angeles River (which is concrete lined in its nearest stretch to the Project Site and separated from the Project Site by rail facilities and multiple fence lines), and the lack of trees or natural open space area on the Project Site, the 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, and no mitigation measures are required. No further analysis of this topic in an EIR is 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 no trees and no natural open space areas, nor do trees or open space areas occur in the adjacent street ROWs. 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 or in the adjacent street ROWs. 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 a tree-free site with at least 136 new on-site trees. Furthermore, Project 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 such as a tree preservation policy or ordinance, and impacts would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is 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.[7] The Project would not conflict with the provisions of any adopted conservation plan. Therefore, no impacts would occur and no mitigation measures are required. No further analysis of this topic in an EIR is required.

[7] California Department of Fish and Wildlife, Habitat Conservation Planning, Natural Community Conservation Planning, Summary of Natural Community Conservation Plans (NCCPs) August 2015. Available at: https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans. Accessed on December 1, 2016.

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 five buildings that currently occupy the Project Site were constructed between 1908 and 2002; several of these buildings are 45 years of age or older and thus have the potential to represent historical resources that could be impacted under the Project. Furthermore, the 7th Street bridge is listed on one or more historical registers and thus represents a historical resource, and the Project would connect to the bridge and could potentially result in direct and/or indirect impacts to this or other historical resources in the area. Therefore, this topic will be further analyzed in the EIR to determine the potential for, and significance of, any impacts on historical resources.

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 is currently developed with buildings and surface parking. However, because of the age of some of the on-site improvements (c. 1908 and later), possible lack of associated grading or excavations at the time of construction, and capping of portions of the site with pavement for parking, historical disturbance of the underlying soils may have been minimal and the potential for the existence of extant archaeological resources is unknown. Archaeological resources may be present. Project construction would require grading and excavation activities for building foundations and subterranean parking that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, this topic will be further analyzed in the 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 subjected to historic development. In addition, no unique geologic features are anticipated to be encountered during Project construction. 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, this topic will be analyzed further in the 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, this topic will be analyzed further in the EIR to determine the potential for, and significance of, any disturbances of human remains.

VI. Geology and Soils

In 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project.

Would the project:

a) Exacerbate existing environmental conditions so as to increase the potential to 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 1.55 kilometer (0.96 mile) away.[8] 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, this topic will be analyzed further in the 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 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 (including the Puente Hills Blind Thrust) 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 provisions of the 2016 California Building Code (CBC). The 2016 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, this topic will be analyzed further in the 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

8 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report: 670 Mesquit Street. Generated November 14, 2016.

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.[9] However, because of historically high groundwater levels in the vicinity of the Los Angeles River, further analysis will determine the potential for, and significance of, seismic-related ground failure and liquefaction. Therefore, this topic will be analyzed further in the EIR.

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.[10,11] Furthermore, the Project Site is located in an urbanized area on relatively flat land, and is not located in proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site. The Project would not expose people or structures to potential substantial adverse effects involving landslides. Therefore, no impacts would result and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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

Potentially Significant Impact. During construction, the 5.54-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. Therefore, the potential for soil erosion resulting from Project construction and operation will be analyzed further in the EIR.

9 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 670 Mesquit Street. Generated November 14, 2016.

10 Ibid.

11 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 December 1, 2016.

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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?

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.[12] However, an oil well is located several blocks west of the Project Site[13], and the Project Site is located within relatively close proximity to the Union Station Oils Field to the northwest.[14] Furthermore, historically high groundwater levels have been recorded in the vicinity of the Los Angeles River, and the Project Site is located within a region subject to potentially high seismic ground shaking. Therefore, the potential for lateral spreading, subsidence, liquefaction, and collapse will be evaluated in the 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 caused in whole or in part by the project exacerbating the expansive soil conditions?

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. Because the soils on the Project Site are currently unknown, there is potential for the soils on the Site to be subject to expansion resulting from changes in the moisture content. Therefore, this topic will be further evaluated in the 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 and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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12 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 670 Mesquit Street. Generated November 14, 2016.

13 Ibid.

14 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 December 1, 2016.

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, this topic will be further evaluated in the 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. Furthermore, because the Project would be designed to meet LEED Silver standards or the equivalent, 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, this topic will be further evaluated in the EIR.

VIII. Hazards and Hazardous Materials

In 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

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 the 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.[15,16] 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, these topics will be analyzed further in the 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 closest schools to the Project Site are Los Angeles Unified School District (LAUSD) Metropolitan High School located approximately 0.26 miles to the southeast and LAUSD Para Los Niños Elementary School located approximately 0.40 miles to the east. Both of these schools are located greater than one-quarter mile from the Project Site; however, to be conservative, since construction of the Project includes emissions and potential handling and hauling of hazardous materials, this topic will be analyzed further in the EIR.

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15 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 December 4, 2016.

16 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 670 Mesquit Street. Generated November 14, 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, has the potential to exacerbate the current environmental conditions so as to 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. As a Phase I Environmental Site Assessment (ESA) has not yet been conducted for the property, which would determine whether the Project Site appears on any government lists of hazardous materials sites, the potential for the existence of hazardous materials on the Project Site that could pose a risk to the public or the environment is presently unknown. Therefore, this topic will be analyzed further in the 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 have the potential to exacerbate current environmental conditions so as to 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 and no mitigation measures are required. No further analysis of this topic in an EIR is required.

f) For a project within the vicinity of a private airstrip, would the project have the potential to exacerbate current environmental conditions so as to 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 and no mitigation measures are required. No further analysis of this topic in an EIR is required.

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. No designated City-designated Selected Disaster Routes border the Project Site – the closest such routes are Santa Fe Avenue located one-half block to the west, the I-10 located approximately 0.38 mile to the south, and the US 101 located approximately 0.37 mile to the east.[17] Therefore, while there is the potential that short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day, it is not anticipated that Project construction activities would affect access on any designated Selected Disaster Routes. Furthermore, most Project construction activities would be confined to the Project Site, the Project would implement traffic control measures (e.g., construction flagmen, signage, etc.) to maintain flow and access, and in accordance with City requirements, and the Project would implement a Construction Management Plan to ensure that impacts on traffic are minimized and 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. However, the Project would be required to provide adequate emergency access and to comply with Los Angeles Fire Department (LAFD) access requirements.

Based on the above, the Project would not be expected to 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) Exacerbate existing environmental conditions so as to increase the potential to 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 and no mitigation measures are required.[18] 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 required.

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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 December 4, 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 December 4, 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 warehouses and wholesale commercial buildings, including associated office/administrative facilities, loading docks, and surface parking. The geography of the site and the directions of 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 Project Site's proximity to the Los Angeles River and the depth to historically high groundwater levels, and the potential of encountering groundwater during excavation for the proposed subterranean parking (approximately 47 to 53 feet below ground surface [bgs]) and other excavations (approximately 63 feet bgs). 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, water quality impacts will be analyzed further in the 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)?

Less Than 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 four sources, including: (1) 57 percent from the Metropolitan Water District (48 percent from Bay Delta and 8 percent from Colorado River); (2) 29 percent from snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct; (3) 12 percent from local groundwater from the San Fernando groundwater basin; and (4) 2 percent from recycled water.[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 actively maintained via spreading grounds and

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&_afrLoop=357285129360562. Accessed December 5, 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:

recharge. Furthermore, the Project does not propose groundwater withdrawal. Lastly, the Project Site is already approximately 100% developed with impervious surfaces, so the development of impervious surfaces under the Project would not be expected to reduce groundwater recharge at the Project Site. Therefore, the impact would be less than significant, and no further evaluation of this topic is required in the 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. The Project Site is currently developed with warehouses and wholesale commercial buildings, 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. Furthermore, construction of the Project could 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, this topic will be analyzed further in the 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 could potentially alter drainage patterns on the Project Site and/or could change the rate and amount of surface runoff in a manner that could cause flooding. Therefore, this topic will be analyzed further in the 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. Development of the Project could potentially contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and/or provide substantial additional sources of polluted runoff. Therefore, this topic will be analyzed further in the EIR.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. The Project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices to reduce pollutants in stormwater runoff from the Project Site, and also would be required comply with the City's Low Impact Development (LID) Ordinance and Standard Urban Stormwater Mitigation Plan

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https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased. Accessed December 5. 2016.

(SUSMP) requirements requiring the implementation of good housekeeping practices 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, water quality impacts will be analyzed further in the 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?

Potentially Significant Impact (g-h). The Project Site is not presently mapped as being within a 100-year flood hazard area,[21, 22] but updated mapping currently being prepared by the Federal Emergency Management Agency (FEMA) may change this designation. Therefore, this topic will be analyzed further in the EIR.

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?

Potentially Significant Impact. The Project Site may be located within a potential inundation area for the Los Angeles River and/or an upstream dam.[23] Therefore, this topic will be evaluated further in the EIR.

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 located in an area of relatively flat topography and urban development, with no enclosed bodies of water upstream of the Project Site, and as such, there is no potential for inundation resulting from a seiche or mudflows. Although the Los Angeles River is located approximately 280 feet east of the Project Site, the river in this area is located within a sunken concrete-lined channel at several tens of feet below the ground elevation of the Project Site, and

21 City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 670 Mesquit Street. Generated November 14, 2016.

22 Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1965F, Effective Date: September 26, 2008. Available at: https://msc.fema.gov/portal/search?AddressQuery=670%20Mesquit%20St.%2C%20los%20angeles%2C%20ca#searchresultsanchor

23 City of Los Angeles General Plan, Safety Element Exhibit G, Inundation & Tsunami Hazard Areas, March 1994. Available at: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf. Accessed on December 5, 2016.

any seiches that could potentially develop within this stretch of the river during an earthquake would not have the potential to inundate the Project Site. 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.[24] Therefore, no impacts would occur due to inundation by tsunami or mudflow. No further analysis of this topic is required.

X. Land Use and Land Use Planning

Would the project:

a) Physically divide an established community?

Potentially Significant Impact. The Project Site is located within the Central City North Community Plan area in the City of Los Angeles, is already fully developed, and is within a fully urbanized area. While the Project would increase the density of development at the Project Site (going from an FAR of approximately 0.9:1 to 7.5:1), the Project would increase rather than decrease vehicular and pedestrian access through the Project Site by providing vehicle access through a connection to the 7th Street bridge, providing several east-west pedestrian connections from Mesquit Street to the eastern side of the Project Site, and include a pedestrian deck along the east side of the Project over the Railway Property that would connect to the future Ribbon of Light Bridge (the replacement of the old 6th Street bridge) and the 12-acre Sixth Street Park, Arts, River, and Connectivity Improvements (PARC) to be located under and adjacent to the Ribbon of Light Bridge. Furthermore, while the Project would include the proposed vacation of a portion of Mesquit Street, Mesquit Street does not currently connect to 7th Street, and therefore no adverse change in vehicle access to or circulation within would occur as the result of this vacation. However, because the Project seeks the proposed vacation of a portion of Mesquit Street, it is recommended that physically dividing an established community be evaluated in the EIR.

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 Project would replace the existing on-site low-rise cold storage and associated office, loading dock and parking uses with high-rise mixed use development including residential, office, hotel, restaurant, retail (including grocery and farmer's market, studio/event/gallery and a potential museum, a gym, and structured parking uses.

24 See footnote 23.

The entitlements being requested for the Project include, but may not be limited to, the following:

1. General Plan Amendment to the Central City North Community Plan to change the Community Plan land use designation from Heavy Industrial to Regional Center Commercial, and to change the Circulation Element of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to redesignate Mesquit Street from a Collector Street to a Local Limited Street.
2. Vesting Zone Change and Height District Change from M3-1-RIO to C2-3-RIO.
3. Specific Plan which could be inclusive of the following:
    - Major Development Project Conditional Use Permit,
    - Vesting Conditional Use for Floor Area Ratio (FAR) Averaging and Residential Density Transfer in Unified Developments,
    - Master Conditional Use for on-site and off-site sale of Alcoholic Beverages,
    - Master Conditional Use for Dance Hall(s),
    - Vesting Conditional Use Permit for Heliport,
    - Special Permission for a Reduction of Off-Street Parking Spaces by the Director,
    - Variance to permit a reduction of the amount of on-site parking spaces otherwise required,
    - Variance to permit off-site parking to be provided at a property more than 750 feet from the Project Site,
    - Variance to permit the siting of bicycle parking spaces at an alternative location,
    - Zoning Administrator's Adjustment to permit a zero-foot setback in lieu of any otherwise required setbacks,
    - Variation from the street dedication requirements under the Mobility Plan 2035, and
    - Applicable provisions from the Greater Downtown Housing Incentive Area such as allowing the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the Project's FAR.
4. Three affordable housing incentives through the City's Density Bonus Law: Averaging FAR, Density, Parking, Open Space, and Vehicular Access; FAR increase; and an incentive to allow the area of any land required to be dedicated for street or alley purposes to be included as lot area for purposes of calculating the Project's FAR.
5. Vesting Tentative Tract Map for the merger and re-subdivision, as well as absorb a portion of Mesquit Street to be vacated, to create ground lots of airspace lots, together with approval of a haul route.
6. Development Agreement (20 yr.).
7. Other discretionary and ministerial permits and approvals that will or may be required.

An evaluation of the land use effects of the Project's requested entitlements, and of Project consistency with applicable local and regional land use plans, policies, and regulations, is required in the 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 warehouse, wholesale commercial, and associated office, loading dock and parking uses. Although the channelized Los Angeles River is located approximately 280 feet east of the Project Site, the Project Site is devoid of trees, vegetation and natural habitat, and thus does not support sensitive natural communities.

Furthermore, the Project Site is not located within or adjacent to a Significant Ecological Area (SEA) as defined by the City of Los Angeles.[25,26] 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 mitigation measures are required and no further analysis of this topic in an EIR is 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, the Project Site, along with most of the Arts District and other areas of the City along the Los Angeles River, are located within a Mineral Resource Zone (MRZ).[27] However, the Project Site and its environs are not designated as an existing Aggregate Production Area by the State of California or the U.S. Geological Survey.[28] Also, the Project Site is fully developed with urban uses and has not been the site of mineral resource extraction in the past, and rather than being designated for resource extraction, the Project Site is designated for Heavy Manufacturing/ Industrial use by the City of Los Angeles General Plan. Therefore, Project implementation would

25 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 December 1, 2016.

26 County of Los Angeles, Department of Regional Planning, County of Los Angeles Significant Ecological Areas Program, Figure 9.3, Significant Ecological Areas and Coastal Resources Areas Policy Map, February 2015. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf. Accessed on December 1, 2016.

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_DEIR2.17_p1-35.pdf. Accessed on December 5, 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 December 5, 2016.

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 and no mitigation measures are required. Further analysis of Mineral Resources is not 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. The Project may also include occasional special events which could generate noise. As such, nearby noise-sensitive uses, such as residential uses and schools, could potentially be affected. Lastly, the Project proposes a rooftop heliport for emergency and occasional use, which may potentially expose off-site sensitive receptors to heliport noise. Therefore, the Project's potential to expose sensitive receptors to noise levels in excess of applicable standards will be analyzed further in the 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, this topic will be analyzed further in the EIR.

Once construction is complete, Project operation (e.g., residential, office, hotel, restaurant, retail [including grocery and farmer's market], studio/event/ gallery and a potential museum, a gym, and structured parking) 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 mitigation measures would be required and no further analysis of operational groundborne vibration or groundborne noise is required.

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, potential impacts associated with a permanent increase in ambient noise levels will be analyzed further in the 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, potential impacts associated with a temporary or periodic increase in ambient noise levels will be further analyzed in the 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?

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 (e-f). As discussed in the response to Checklist Question VIII.e, the Project Site is not located within an airport land use plan, within two miles of a public use airport, or within the vicinity of a private airstrip. 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 and no mitigation measures are required. No further analysis of this topic in an EIR is 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 residential units, and create new employment opportunities. Due to the Project's projected population, housing, and employment increase, and the displacement of the approximately 22 persons currently employed at the site, a detailed analysis will be undertaken as part of the EIR that compares the Project's contributions to population, housing, and employment growth in 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 warehouse and wholesale commercial uses with a mixed-use project including residential, office, hotel, restaurant, retail (including grocery and farmer's market), studio/event/gallery, a potential museum, a gym, and structured parking uses. Since no existing housing would be displaced, there would be no necessity for the construction of replacement housing elsewhere and no mitigation measures are required. As no impacts would occur, further analysis of this topic in the EIR is not 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. 17 at 1601 S. Santa Fe Avenue (approximately 0.64 miles south of the Project Site); Fire Station No. 4 at 450 E. Temple Street (approximately 0.91 mile northwest of the Project Site); Fire Station No. 9 at 430 E. 7th Street (approximately 1.10 miles

northwest of the Project Site); and Fire Station No. 3 at 108 N. Fremont Avenue (approximately 1.94 miles northwest of the Project Site).[29] Fire Station No. 17 is the first-in station to calls for service at the Project Site.[30]

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, this topic will be further evaluated in the 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 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.[31]

Specifically, the Project Site is served by the Central Area Community Police Station located at 251 E. 6th Street (approximately 1.12 miles 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, potential impacts associated with police protection services will be analyzed further in the EIR.

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's East Local District.[32] The Project Site is within the attendance boundaries of 9th Elementary School, Hollenbeck Middle School, and Metropolitan Continuation High School, and within a LAUSD Zone of Choice with multiple high school options. 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 the EIR.

d) Parks?

Potentially Significant Impact. The City of Los Angeles Department of Recreation and Parks

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29 Los Angeles Fire Department, Find Your Station, http://www.lafd.org/fire-stations/find-your-station and Google Earth Pro. Accessed December 5, 2016.

30 Los Angeles Fire Department, FireStateLA, http://www.lafd.org/fsla/stations-map?st=396&address=670%20Mesquit%20St&year=2016. Accessed December 5, 2016.

31 Los Angeles Police Department. About Central Bureau. Available at: http://www.lapdonline.org/central_bureau/content_basic_view/1908. Accessed December 5, 2016.

32 LAUSD. Local District East Map, June 2015. Available at: http://achieve.lausd.net/cms/lib08/CA01000043/Centricity/Domain/33/East.pdf. Accessed on December 5, 2016.

provides park facilities and services within the City of Los Angeles. Because the Project would introduce new residents, employees, hotel guests, and visitors to the Project Site who might visit nearby City parks, greater demand on existing City parks could be generated. While the Project would include open space areas (Entry Plazas, Northern Landscaped Pedestrian Connection, pedestrian Deck, River Balconies, rooftop gardens, etc.), a gym, and other recreational amenities, such as terraced walkways and rooftop decks, which would reduce the Project's demand for parks, demand on City parks could increase. Therefore, potential impacts to parks will be analyzed further in the 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, employees, hotel guests, and visitors to the Project Site, demand on LAPL library services could increase. Therefore, potential impacts associated with library services will be analyzed further in the EIR.

During construction and operation of the Project, other governmental services, including roads, would continue to be utilized. Project residents, employees, hotel visitors and guests 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 besides LAPL library services and no mitigation measures would be required. Further analysis of other governmental services is not required.

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, this topic will be analyzed further in the 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 include the development of on-site open space and recreational amenities (see the response to Checklist Question XIV.d), and could potentially require the development and/or expansion of existing off-site parks and open space/recreational amenities. The construction of such amenities could potentially result in

adverse physical effects on the environment. Therefore, this topic will be analyzed further in the 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 308 residential units and approximately 1,484,196 sf of office, hotel, restaurant, retail (including grocery and farmer's market), studio/event/gallery and a potential museum, a gym, and structured parking. 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, this topic, including mass transit and non-motorized travel, will be analyzed further in the 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 Congestion Management Program (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, this topic will be analyzed further in the 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?

Potentially Significant Impact. A rooftop heliport is proposed for emergency and occasional use incidental to residential and office uses. As discussed in the response to Checklist Question VIII.e, the nearest airport or heliport is the Hawthorne Municipal Airport, approximately 10 miles southwest of the Project Site. The Project could potentially result in a change in air traffic patterns, including increases in traffic levels or changes in location that would result in substantial safety risks. Thus, this topic will be analyzed further in the EIR.

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. Project construction may require temporary lane or sidewalk closures, access on and near the Project Site could also be temporarily disrupted resulting in conflicts with vehicles, pedestrians and/or bicyclists. Also, Project operation would alter the way vehicles ingress and egress the Project Site, including through a new connection to the 7th Street bridge, increase trip g**e**neration and driveway use compared to existing on-site uses, increase traffic on local streets, and include vacation of a portion of Mesquit Street which could change the circulation pattern immediately adjacent to the Project Site. Considering these factors, the potential for hazardous conditions during Project construction and operation may increase over existing conditions. Therefore, further analysis of this topic in the EIR is required.

e) Result in inadequate emergency access?

Potentially Significant Impact. Immediate vehicular access to the Project Site is provided by Mesquit Street and Jesse 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. Thus, this topic will be analyzed further in the 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 closest Metro bus stop to the Project Site is located at the southwest corner of 7th Street and S. Santa Fe Avenue, approximately 235 feet southwest of the Project Site, and serves Metro Lines 18, 60 and 62. The closest Metro light rail stations are the Little Tokyo/Arts District Gold Line Station located approximately 1.0 mile northwest of the Project Site, Union Station located approximately 1.23 miles to the northwest of the Project Site, and the Washington Blue Line Station located approximately 1.32 miles southwest of the Project Site. 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. In addition, Metro is studying the viability of an extension of its Red or Purple Line light rail systems into the Arts District from the west, with stations under consideration at 3rd Street and 6th Street. [33,34]

Furthermore, within the Project Vicinity, the City's 2010 Bicycle Plan designates 6th and 7th Streets as Bicycle Lanes and Santa Fe Avenue as a Bicycle-Friendly Street.[35] The 2010 Bicycle Plan also identified both 6th Street and 7th Street as part of the Backbone Bikeway Network.

The Project 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. Nonetheless, the Project's consistency with policies, plans, and programs supporting alternative transportation will be analyzed further in the EIR.

XVII. Tribal Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public

33 Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, April 19 and 20, 2017. Available at http://thesource.metro.net/2017/04/17/latest-metro-staff-report-on-issues-involving-an-arts-district-metro-rail-station/. Accessed April 19, 2017.

34 Los Angeles County Metropolitan Transportation Authority (Metro), System Safety, Security and Operations Committee, Downtown Los Angeles Arts District Connectivity Board Report, January 19, 2017. Available at: https://metro.legistar.com/LegislationDetail.aspx?ID=2938269&GUID=681E0C6A-0CA0-4806-A037-21BCFF25B994. Accessed March 30, 2017.

35 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 December 5, 2016.

Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact (a-b). 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. Formal consultation with the Gabrieleño Band of Mission Indians took place on March 23rd, 2017. As consultation regarding Tribal Cultural Resources is ongoing, this topic will be analyzed further in the EIR.

XVIII. 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 generated at the Project Site is 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.[36,37] 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 residential and other 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, this topic will be analyzed further in the EIR.

36 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 City of Los Angeles Department of Public Works, Bureau of Sanitation, Water Integrated Resources Plan (IRP), , Volume 1, Wastewater Management, 2006; page 7-3.)

37 City of Los Angeles Department of Public Works, Bureau of Sanitation website, Hyperion Water Reclamation Plant. Available at: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=modqzbl8f_4&_afrLoop=33199812189076655. Accessed December 5, 2016.

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, this topic will be analyzed further in the 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 warehouse, wholesale commercial, and associated uses including office, 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, could result in alterations to the drainage pattern at the Project Site, and would require verification of available capacity in the municipal storm drain system. Therefore, his topic will be evaluated in the EIR.

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 it is anticipated that 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. Therefore, this topic will be evaluated in the EIR.

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

Potentially 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.

The Project would demolish existing buildings totaling approximately 205,393 sf plus hardscape, which would generate demolition debris, and would generate approximately 407,000 cy of dirt for export and construct new buildings totaling approximately 1,792,103 sf of floor area, which would generate construction debris. Proposed uses include approximately 308 residential units, approximately 236 hotel rooms, and a range of office and commercial uses, which would generate solid waste from future Project operations. Disposal would occur pursuant to City Ordinances that require the use certified haulers and implementation of practices to recycle exported materials. As the Project may have impacts on the remaining landfill capacity that is monitored in the state-mandated Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports, and would be required to demonstrate consistency with policies to divert waste from landfills and increase waste recycling. Therefore, this topic will be evaluated in the EIR.

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

Potentially Significant Impact. As described in the response to Checklist Question XVIII.f, there are a number of state, county and city plans and policies that address the availability of sufficient landfill capacity and the diversion/recycling of waste debris. Therefore, the Project's waste generation and consistency with plans and policies to increase diversion of waste will be evaluated in the EIR.

XVIX. 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Also, the Project would not eliminate important examples of the major periods of California history or prehistory.

However, as discussed in this Initial Study, the Project could result in environmental impacts that have the potential to degrade the quality of the environment as addressed herein. Potentially affected resources include Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Cultural Resources (Archaeological, Paleontological, and Historical 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), Tribal Cultural Resources, and Utilities (Water, Wastewater, and Solid Waste). 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 in this Initial Study will be subject to further evaluation in the EIR, including evaluation of the potential for cumulatively significant 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. Also, 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.

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 (Archaeological, Paleontological, and Historical 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), Tribal Cultural Resources, and Utilities (Water, Wastewater and Solid Waste). These impacts could have potentially adverse effects on human beings. Therefore, further analysis of these impacts is required in the EIR.