



STOCKER STREET CREATIVE

Case Number: ENV-2024-326-MND

Project Location: 3701-3761 Stocker Street, Los Angeles, California, 90008

Community Plan Area: West Adam-Baldwin Hills-Leimert

Council District: 8 – Harris-Dawson

Project Description: The Project consists of the demolition of five substantially unoccupied office buildings, totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet), on an approximately five-acre site that slopes approximately 35 feet northwest to northeast. The integrated campus would consist of six new buildings (Buildings A through F). Building A would be a three-story (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), 34,710-square-foot office building that would include 500 square feet of retail space and a 8,452-square-foot food court on the first floor. Building B would be a seven-story (110 feet), 138,725-square-foot building with 42,697 square feet of studio production support facilities on the first two floors and 84,548 square feet of office space above. The roof (partial 7th floor) would include an enclosed 9,081-square-foot restaurant with an adjacent approximately 7,500-square-foot open/garden area that would provide outdoor seating for the restaurant and be used for special events. Building C would be a one-story (14 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 1,941 square feet of back-of-house facilities. Building E (82 feet) would be a 42,363-square-foot building with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. Building F would be a five-story (45 feet and 54 feet including architectural features), 122,358-square-foot open parking garage with 344 parking stalls, a 2,683-square-foot community room at street level, and 5,270 square feet of back-of-house facilities. There would also be a 31,000-square-foot open space area between Buildings A, B, and F designed for community gatherings and special events. The floor area ratio (FAR) for the Project site would be 1.49:1 on the portion zoned C2-1 and 0.53:1 on the portion zoned C2-1 SP. Project grading activities would include 27,800 cubic yards of cut and 6,000 cubic yards of fill; 21,800 cubic yards of soil would be exported from the Project site subject to a haul route permit. The Project would not include the removal of any street trees. The Project would include the removal of 29 mature trees on-site; however, a total of sixty-one new trees would be planted on site as part of the Project.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Terry A. Hayes Associates Inc.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

APPLICANT:

3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC
1849 Green Bay Road, Unit 280
Highland Park, IL 60035

October 2025

TABLE OF CONTENTS

| | Page |
|--|-------------|
| 1 INTRODUCTION..... | 1 |
| 1.1 Purpose of an Initial Study | 1 |
| 1.2 Organization of the Initial Study | 2 |
| 1.3 CEQA Process..... | 2 |
| 2 EXECUTIVE SUMMARY..... | 3 |
| 3 PROJECT DESCRIPTION | 6 |
| 3.1 Project Summary | 6 |
| 3.2 Environmental Setting..... | 7 |
| 3.3 Description of Project..... | 13 |
| 3.4 Anticipated Construction Schedule | 26 |
| 3.5 Requested Permits and Approvals..... | 27 |
| 3.6 Responsible Public Agencies..... | 28 |
| 4 ENVIRONMENTAL IMPACT ANALYSIS..... | 29 |
| I. Aesthetics | 29 |
| II. Agriculture and Forestry Resources..... | 34 |
| III. Air Quality | 36 |
| IV. Biological Resources | 48 |
| V. Cultural Resources | 52 |
| VI. Energy | 56 |
| VII. Geology and Soils..... | 58 |
| VIII. Greenhouse Gas Emissions | 65 |
| IX. Hazards and Hazardous Materials | 79 |
| X. Hydrology and Water Quality | 83 |
| XI. Land Use and Planning..... | 88 |
| XII. Mineral Resources..... | 94 |
| XIII. Noise | 95 |
| XIV. Population and Housing..... | 120 |
| XV. Public Services | 122 |
| XVI. Recreation | 126 |
| XVII. Transportation..... | 128 |
| XVIII. Tribal Cultural Resources | 135 |
| XIX. Utilities and Service Systems..... | 139 |
| XX. Wildfire | 144 |
| XXI. Mandatory Findings of Significance | 147 |
| 5 LIST OF PREPARERS AND SOURCES CONSULTED | 158 |
| 5.1 Lead Agency..... | 158 |
| 5.2 Initial Study Preparers..... | 158 |
| 5.3 Sources Consulted | 158 |

List of Figures

| | | |
|------|--|-----|
| 3-1 | Regional and Site Location Map | 8 |
| 3-2 | Project Site Existing Conditions | 9 |
| 3-3 | Aerial Map..... | 10 |
| 3-4 | Zoning Map..... | 12 |
| 3-5 | Site Plan | 16 |
| 3-6 | South Elevation and Isometric..... | 17 |
| 3-7 | East Elevation and Isometric..... | 18 |
| 3-8 | North Elevation and Isometric | 19 |
| 3-9 | West Elevation and Isometric..... | 20 |
| 3-10 | Landscape Plan..... | 22 |
| 4-1 | Noise Monitoring Locations and Sensitive Receptors | 100 |
| 4-2 | Sound Plan Noise Modeling Receptors | 108 |

List of Tables

| | | |
|------|---|-----|
| 3-1 | Project Development Summary..... | 13 |
| 4-1 | SCAQMD Air Quality Significance Thresholds – Mass Daily Emissions | 37 |
| 4-2 | Estimated Regional Construction Emissions | 41 |
| 4-3 | Estimated Daily Operational Emissions | 42 |
| 4-4 | Estimated Localized Construction Emissions | 44 |
| 4-5 | Estimated Annual Greenhouse Gas Emissions | 68 |
| 4-6 | Project Consistency with the Sustainable City Plan..... | 76 |
| 4-7 | Consistency Analysis..... | 89 |
| 4-8 | Guidelines for Noise Compatible Land Use | 98 |
| 4-9 | Sensitive Receptors..... | 99 |
| 4-10 | Existing Ambient Noise Levels | 101 |
| 4-11 | Existing Ambient Evening Noise Levels..... | 101 |
| 4-12 | Construction Noise Level by Phase | 102 |
| 4-13 | Unmitigated Construction Noise Levels at Sensitive Receptors..... | 104 |
| 4-14 | Mitigated Construction Noise Levels at Sensitive Receptors | 106 |
| 4-15 | Composite On-Site Operational Noise Levels at Sensitive Receptors..... | 112 |
| 4-16 | Estimated Off-Site Mobile Source Noise Levels | 113 |
| 4-17 | Change in Off-Site Mobile Source Noise Levels..... | 113 |
| 4-18 | Vibration Velocities for Construction Equipment..... | 116 |
| 4-19 | Construction Vibration Levels - Damage..... | 117 |
| 4-20 | Demonstration of Project Consistency with Programs, Plans, Ordinances or Policies Addressing the Circulation System..... | 130 |
| 4-21 | List of Related Projects..... | 148 |

Appendices

Appendix A: Air Quality Study

Appendix B: Arborist Report

Appendix C: Cultural Resources Assessment

Appendix D: Paleontological Resources Assessment

Appendix E: Geotechnical Study (Including LADBS Approval Letter)

Appendix F: Greenhouse Gas Emissions Study

Appendix G: Noise and Vibration Study

Appendix H: Transportation Assessment (Including LADOT Approval Letter)

1 INTRODUCTION

An application for the proposed Stocker Street Creative Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the potential environmental effects that could result from the construction and operation of the Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.), and the City of Los Angeles CEQA Thresholds Guides (1981, amended 2006 and 2018). Based on the analysis provided within this IS/MND, the City has concluded that the Project will not result in significant impacts on the environment with the incorporation of mitigation measures identified herein. This IS/MND is intended as an informational document, which is required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

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

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report (EIR) should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND).

This IS/MND has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.)

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into five sections as follows:

Section 1. Introduction: This section provides introductory information such as the Project title, the Project Applicant, and identifies the lead agency for the Project.

Section 2. Executive Summary: This section provides project information, identifies key areas of environmental concern, and includes a determination of whether the Project may have a significant effect on the environment.

Section 3. Project Description: This section provides a description of the environmental setting and the Project, including project characteristics, related project information and a list of requested discretionary actions.

Section 4. Evaluation of Environmental Impacts: This section contains the completed CEQA Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

Section 5. List of Preparers and Sources Consulted: This section identifies the lead agency and the consultant team members who participated in the preparation of this IS/MND. This section also lists all the sources and references used in the preparation of this IS/MND.

1.3 CEQA PROCESS

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

At the onset of the environmental review process, the City prepared this Initial Study to determine if the Project may have a significant effect on the environment. This Initial Study determined that the Project would not have significant environmental impacts with the incorporation of mitigation measures identified herein. If this IS/MND and the Project are approved by the City, then within five days of the action, the City will file a Notice of Determination (NOD) with the County Clerk. The NOD is posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the Project, and to issues that were presented to the Lead Agency by any person, either orally or in writing, during the public comment period.

2 EXECUTIVE SUMMARY

| | |
|------------------------|--|
| PROJECT TITLE | Stocker Street Creative |
| ENVIRONMENTAL CASE NO. | ENV-2024-326-MND |
| RELATED CASES | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI |

| | |
|--------------------------|--|
| PROJECT LOCATION | 3701–3761 and 3710 Stocker Street Los Angeles, CA 90008 |
| COMMUNITY PLAN AREA | West Adams-Baldwin Hills-Leimert |
| GENERAL PLAN DESIGNATION | Community Commercial |
| ZONING | C2-1 and C2-1-SP |
| COUNCIL DISTRICT | 8 – Harris-Dawson |

| | |
|--------------------|--|
| LEAD AGENCY | City of Los Angeles |
| CITY DEPARTMENT | Department of City Planning |
| STAFF CONTACT | Kyle Winston |
| ADDRESS | 200 North Spring Street, Room 721 Los Angeles, CA 90012 |
| PHONE NUMBER | (213) 978-1348 |
| EMAIL | Kyle.Winston@lacity.org |

| | |
|------------------|--|
| APPLICANT | 3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC |
| ADDRESS | 1849 Green Bay Road, Unit 280 Highland Park, IL 60035 |

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 in Section 4, Environmental Impact Analysis.

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Kyle Winston, City Planner

October 30, 2025

PRINTED NAME, TITLE

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

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

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Project consists of the demolition of five substantially unoccupied office buildings¹ totaling approximately 123,354 square feet and the construction of a campus for studio and sound stage production, totaling approximately 256,758 square feet exclusive of the parking garage (114,405 square feet). The site includes approximately five-acres and slopes down northwest to northeast approximately 35 feet. The integrated campus would consist of six new buildings (Buildings A through F). Building A would be a three-story (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), 34,710-square-foot office building that would include 500 square feet of retail space and a 8,452-square-foot food court on the first floor. Building B would be a seven-story (110 feet), 138,725-square-foot building with 42,697 square feet of studio production support facilities on the first two floors and 84,548 square feet of office space above. The roof (partial 7th floor) would include an enclosed 9,018-square-foot restaurant with an adjacent approximately 9,680-square-foot open/garden area that would provide outdoor seating for the restaurant and be used for special events. Building C would be a one-story (14 feet), 300-square-foot security office that would include a restroom, breakroom and surveillance monitors and computer equipment. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 2,000 square feet of back-of-house facilities. Building E (82 feet) would be a 42,363-square-foot building with a basement with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. Building F would be a five-story (45 feet and 54 feet including architectural features), 12,2358-square-foot open parking garage with 344 parking stalls, a 2,683-square-foot community room at street level, and 5,270 square feet of back-of-house facilities. The east wall of Building F, parallel to Santa Rosalia Drive, would have its exterior art banners illuminated from above, and a large sculptural street address number would be mounted to the southeast corner of the garage stair tower. There would be a 31,000-square-foot open space area between Buildings A, B, and F designed for community gatherings and special events. The Project would include a maximum of 889 employees on-site. To address transportation and pedestrian safety, the Project would implement various pedestrian improvements as well as intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. The floor area ratio (FAR) for the Project site would be 1.49:1 on the portion zoned C2-1 and 0.53:1 on the portion zoned C2-1 SP. Project grading activities would include 27,800 cubic yards of cut and 6,000 cubic yards of fill; 21,800 cubic yards of soil would be exported from the Project site subject to a Haul Route permit. The Project would not include the removal of any street trees. The Project would include the removal of 29 mature trees on-site; however, a total of sixty-one new trees would be planted on-site as part of the Project.

¹ The buildings were substantially occupied prior to the pandemic but have gradually lost and not replaced tenants since 2019.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project site is located at 3701-3761 Stocker Street (Assessor Identification Numbers [AIN] 5032-022-018, 5032-022-017, 5032-022-005, 5032-022-004, and 5032-022-003) in the West Adams-Baldwin Hills-Leimert Community Plan Area of the City of Los Angeles. The Project site lies at the eastern base of the Baldwin Hills bounded by Santa Rosalia Drive to the east, Stocker Street to the south, Don Felipe Drive (west), and a fire road to the north with residential and commercial uses beyond including two six-story condominium buildings and a one-story historic adobe building with surface parking. While the street system in the Project area is not aligned north-south, east west, for purposes of description in this document roadways are described by the predominant direction (e.g., Santa Rosalia Drive which is oriented northwest to southeast is described as to the east of the site). The Project site is located approximately five miles southwest of Downtown Los Angeles, eight miles south of the Santa Monica Mountains, and seven miles northeast of the Pacific Ocean. The location of the Project site is shown in **Figure 3-1**.

Regional access is provided by the Interstate 10 (I-10) Freeway approximately two miles to the north via Crenshaw Boulevard. Stocker Street connects to La Brea Avenue and Crenshaw Boulevard, major corridors which connect with the surrounding City of Los Angeles communities of Crenshaw, Leimert Park, and South Los Angeles, as well as the unincorporated Los Angeles County communities of View Park, and Windsor Hills. The Los Angeles International Airport (LAX) is located approximately five miles to the southwest of the Project site.

3.2.2 Existing Conditions

The Project site is currently developed with a surface parking lot and five substantially unoccupied² office buildings totaling 123,354 square feet, which are all oriented towards Stocker Street. The five buildings historically functioned as a five-building medical-office complex known as the Stocker Street Medical Center. The Project site slopes steeply down from the northwest to the northeast with an elevation difference of approximately 38 feet across the entire site. Seventy mature trees are located on the Project site.³ Twenty-two of these 70 trees are street trees.⁴ The Project site contains no protected trees or shrubs other than the street trees. There are also no protected trees or shrubs on any of the adjacent properties that overhang the site. All five of the existing buildings and the surface parking lot would be demolished as part of the Project. In addition, the Project would result in the removal of 29 mature trees. The location of the existing buildings on the Project site is shown in **Figure 3-2**, and an aerial map of the Project site and the immediate surrounding area, showing nearby land uses, is presented in **Figure 3-3**.

Vehicular access to the Project site is provided via the fire road along the northern boundary of the Project site, which connects to Don Felipe Drive on the west and Santa Rosalia Drive on the east. Some street parking is provided along Don Felipe Drive and Santa Rosalia Drive. Street parking is prohibited along Stocker Street. Pedestrian sidewalks along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive provide pedestrian access to the Project site. There are signalized pedestrian crosswalks along Stocker Street at the intersections of Don Felipe Drive and Santa Rosalia Drive.

² The buildings were substantially occupied prior to the pandemic but have gradually lost and not replaced tenants since 2019.

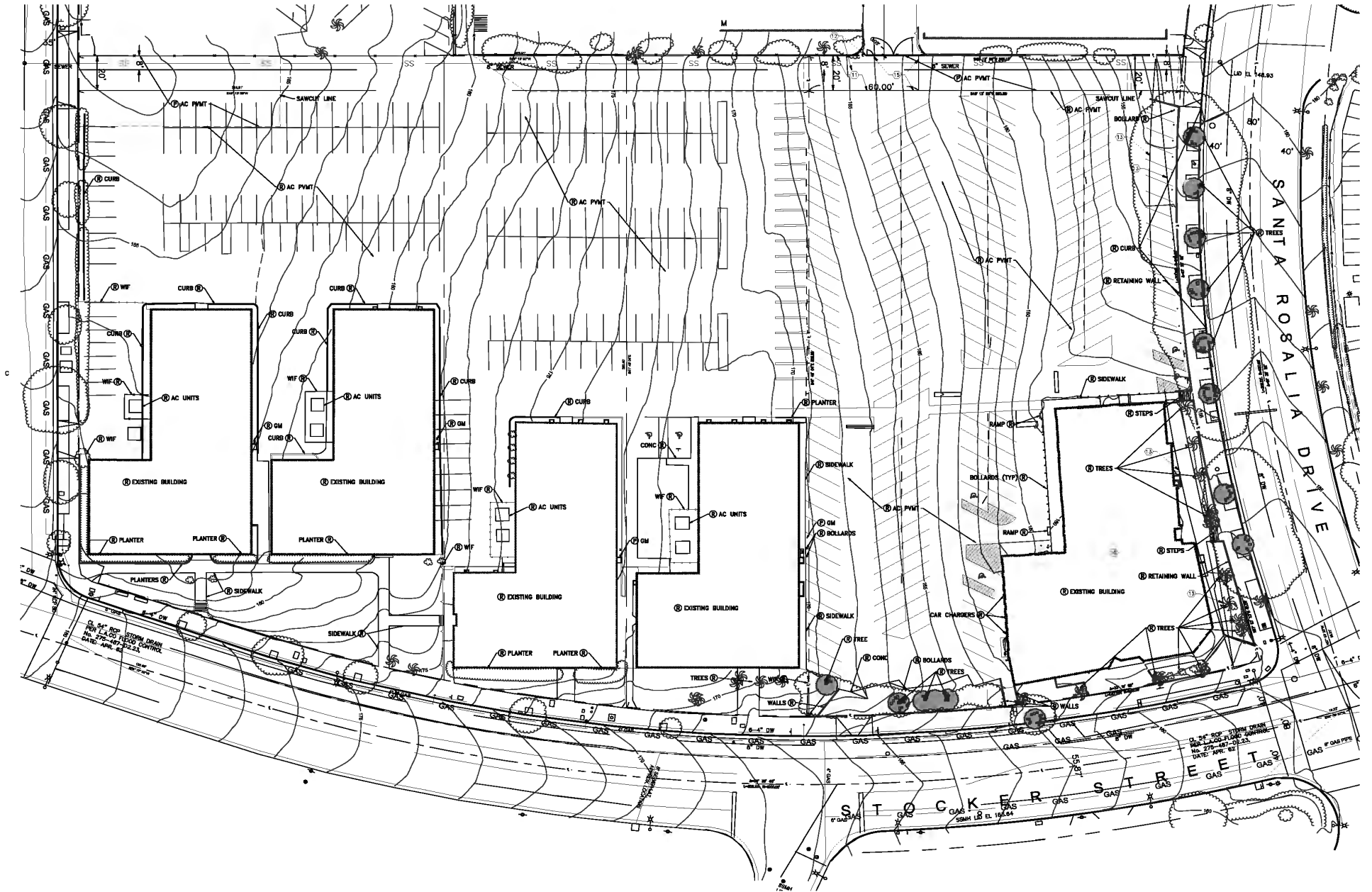
³ Mature trees are defined as trees that have grown to have a diameter of 8 inches or greater at breast height.

⁴ According to the Mature Tree report prepared for the Project one of the 22 street trees is dead.



Source: TAHA, 2024.

FIGURE 3-1
 REGIONAL AND SITE LOCATION MAP



Source: JGM Inc, 2022.

FIGURE 3-2
PROJECT SITE EXISTING CONDITONS



Source: TAHA, 2024.



Stocker Street Creative
Initial Study/Mitigated Negative Declaration

CITY OF LOS ANGELES

FIGURE 3-3
AERIAL MAP

The Project site is zoned C2-1 (Commercial, Height District 1) and has a General Plan designation of Community Commercial. The Project site is within the following plan areas:

- Crenshaw Corridor Specific Plan, which provides design guidelines for commercial and industrial projects within the Crenshaw Corridor.
- Crenshaw Redevelopment Project Area, whose goals include stabilizing and restoring the economic vitality of the Crenshaw region; and the Los Angeles State Enterprise Zone, which provides incentives and tax credits to businesses located within it.

The Project site is also within a Transit Priority Area, which is defined as an area within one-half mile of an existing or planned major transit stop. Transit service is provided to the Project site via the Los Angeles County Metropolitan Transportation Authority (Metro) K Line Martin Luther King Jr. Station, located approximately 0.2 miles northeast of the Project site underneath Crenshaw Boulevard. Bus services are provided by Metro Bus Line 102, which has bus stops at the intersections of Stocker Street and Crenshaw Boulevard and Stocker Street and Don Felipe Drive. A bus stop for the Los Angeles Department of Transportation (LADOT) Crenshaw Clockwise Line is located adjacent to the driveway access point to the Project site along Santa Rosalia Drive.

3.2.3 Surrounding Land Uses

The Project site is bounded by Santa Rosalia Drive (east), Stocker Street (south), Don Felipe Drive (west), and a fire road with two six-story condominium buildings and a one-story adobe and surface parking lot beyond (north). Stocker Street, which forms the boundary between the City of Los Angeles and unincorporated Los Angeles County, is located to the south. Residential uses within the unincorporated Los Angeles County community of View Park are located south of the Project site across Stocker Street.

Figure 3-4 presents zoning map of the Project site and the surrounding area. Surrounding land use zones include:

- West across Don Felipe Drive: Residential zone RD2-1 (Residential Two-Family Zone, Height District 2).
- North of the fire road for the western quarter of the Project site: [Q]RD1.5-1XL (Qualified Restricted Density Multiple Dwelling Unit Residential, Height District 1XL).
- North of the fire road for the eastern three quarters of the Project site: Commercial uses zoned for C2-1 (Commercial Zone, Height District 1) and C2-1-SP (Commercial Zone, Height District 1, Crenshaw Corridor Specific Plan).
- East of the site across Santa Rosalia Drive: Commercial zones [T][Q]C2-2D (Qualified Commercial Zone, Height District 2D).

Land uses that may be sensitive to environmental impacts within the Project area include educational facilities such as the Marlton School for the Deaf located at 4000 Santo Tomas Drive approximately 0.2 miles to the northwest of the Project site and Escuela Plus Elementary and Stella Elementary Charter Academy approximately 607 feet to the northwest of the Project site. Other sensitive land uses include the View Park Convalescent Center located north of the eastern portion of the site. The nearest recreational area to the Project site is the Stocker Corridor Trail, which is the easternmost segment of the Park to Playa Trail, a 13-mile regional trail that connects the Baldwin Hills Parklands to the Pacific Ocean. The Stocker Corridor Trail parallels Stocker Street with immediate connections to Norman O. Houston Park and Kenneth Hahn State Recreation Area.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project consists of the demolition of the five existing substantially unoccupied buildings⁵ and the construction of a state-of-the-art creative campus for studio and sound stage production. The goal is to develop a campus which drives economic development through business incubation, high quality film/television (TV) studio production, innovative entertainment services, non-profit partnerships and industry specific professional development. The integrated campus would include two production sound stages, retail space, production support office space for accessory uses that include writers’ rooms, hair and makeup, general office space, restaurant uses, and a mill shop for set production. The campus would include the following six buildings (Buildings A through F), as discussed below shown in **Table 3-1, Project Development Summary**.

| TABLE 3-1: PROJECT DEVELOPMENT SUMMARY | |
|---|---------------------------|
| Building | Size (square feet) |
| BUILDING A | |
| Office Space | 19,296 |
| Food Court | 8,452 |
| Retail Space | 500 |
| Total Building A | 34,710 |
| BUILDING B | |
| Office Space | 71,796 |
| Studio Production Support Facilities | 42,697 |
| Restaurant | 9,018 |
| Rooftop Garden | 9,680 |
| Total Building B | 138,725 |
| BUILDING C | |
| Security Office | 300 |
| Total Building C | 300 |
| BUILDING D | |
| Studio Sound Stages | 30,000 |
| Back-of-House Facilities. | 1,941 |
| Total Building D | 31,941 |
| BUILDING E | |
| Studio Sound Stages | 19,200 |
| Mill Shop | 12,957 |
| Total Building E | 42,363 |
| BUILDING F | |
| Parking Area | 114,405 |
| Community Room | 2,683 |
| Back-of-House Facilities | 5,270 |
| Total Building F | 122,358 |
| TOTAL | 370,124 |
| Note: The square footage and heights of Buildings A through F will be subject to refinement as the architectural drawings are reviewed by the City of Los Angeles Department of Building and Safety. | |
| SOURCE: Jenkins/Gales & Martinez, Inc., 2025. | |

⁵ The buildings were substantially occupied prior to the pandemic but have gradually lost and not replaced tenants since 2019.

BUILDING A. Building A would be located at the southeast corner of the Project site at the intersection of Stocker Street and Santa Rosalia Drive. This 34,710-square-foot building would be three stories (45 feet, 54 feet including architectural features and 56 feet including the equipment screen wall), with a floor area ratio (FAR) of approximately 2:1. Building A includes 8,452-square-foot food court on the first floor, and 19,296 square feet of office space on the second and third floors. A shower and locker facility would also be provided for bicyclists on the first floor. The food court would be open to the public and consist of two to three quick server restaurants that would utilize microwave cooking, and open flame and with kitchen exhaust.

Building A would be a concrete structure with exterior plaster walls and glass storefronts designed in an Art-Deco style. The main vehicular entry to Building A would be on the north side of the parking garage just west of Santa Rosalia Drive.

BUILDING B. Building B would be in the center of the campus. This 138,725-square-foot office building would be seven stories (110 feet from basement to top of roof) with an FAR of approximately 1.5:1. The bottom two floors would contain 42,697 square feet of studio production support facilities. The upper four floors would contain a total of 71,796 square feet of office space, and the roof (7th floor) would include a 9,018-square-foot restaurant. Adjacent to the rooftop restaurant would be an approximately 9,680-square foot open/garden area with small shrubs, ornamental trees, concrete pavers, and hi-end artificial turf which would provide for outdoor restaurant seating and would function as an overflow space for special large events. Building B would be a concrete structure with exterior plaster walls and glass storefronts designed in an Art-Deco/Warehouse style.

The north main entry to Building B would be positioned opposite the main pedestrian entry to the parking garage (Building F). Restroom facilities would be provided on each floor for the studio production support and general office uses. Restrooms would also be provided adjacent to the rooftop restaurant and garden for use by visitors to roof top garden, independent of similar facilities within the restaurant.

BUILDING C. Building C would be a one-story (14 feet), 300-square-foot security office that would provide sun protection for security personnel and pedestrians outside the security office. This building would include a restroom and breakroom facilities as well as work surfaces and space for surveillance monitors and computer equipment. There would be a sidewalk to Stocker Street and a window in the security office to allow people to interact with the officers as needed. Building C would be a glass, stucco, metal panels, steel structure.

BUILDING D. Building D would be a one-story (63 feet), 31,941-square-foot building with 30,000 square feet of studio sound stages and 1,941 square feet of back-of-house facilities. The FAR for Building D would be approximately 1.5:1. This concrete structure would be designed in an Art-Deco/Warehouse style. The façade parapets would be “stepped” to break up the mass, and an embossed band would be cast into the concrete wall in the top 40 feet. Building D would have a fence along Don Felipe Drive and would be set back from the street. This building would be used for film production and other large gatherings. A 1,941-square-feet, one-story trash room located adjacent to the northeast corner of Building D would house debris from studio productions as well as refuse from Building B. Large scale recycling containers would be provided for refuse haulers. Building D would be a concrete or masonry building with rolling doors to facilitate roll-on-roll-off dumpsters.

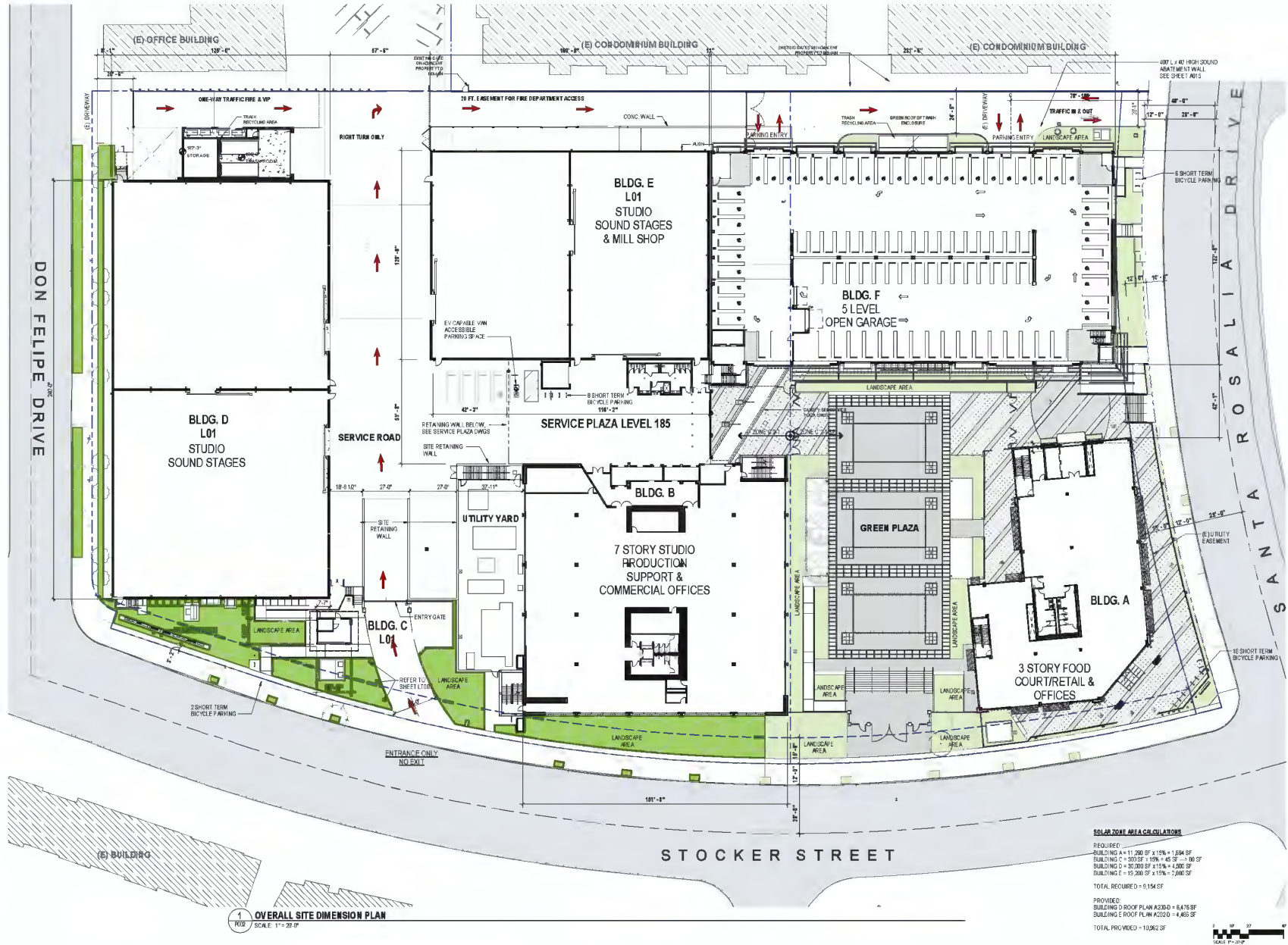
BUILDING E. Building E (82 feet), 42,363-square-foot concrete building with a basement with office space, a 12,957-square-foot mill shop with a mezzanine for set production, and 19,200 square feet of studio sound stages. The FAR for Building E would be approximately 1.5:1. The painted concrete building would be designed in an Art-Deco Warehouse style and the façade parapets would be “stepped” to break up the mass, and an embossed band would be cast into the concrete wall in the top 40 feet. This building would be used for film production and other large gatherings.

BUILDING F. Building F would be a five-story (45 feet and 54 feet including architectural features), 122,558-square-foot open parking garage with 114,405 square feet of parking area with 344 parking stalls (including eight Americans with Disabilities Act (ADA) stalls and 79 electric vehicles charging stalls), a 2,683-square-foot community room at street level, and a 5,270-square-foot of back-of-house facility. A shower and locker facility would be provided for bicyclists near the main pedestrian entrance. Building F would have an FAR of approximately 2:1. This concrete structure constructed with glass and stucco would include openings in façades decorated with metal trellis and panels and would be designed in an Art-Deco style. On the ground floor, the entire east wall of the building would include full-height glass looking on to a small garden space paralleling Santa Rosalia Drive. Street facing banners on steel frames would decorate the eastern and southern exterior of the parking garage. Additional aesthetic features would include structural pillars with capacity for decorative signage. A trash and recycling area consisting of four, four-cubic-yard dumpsters would be concealed within an enclosure immediately adjacent to the entry for the parking garage.

A site plan depicting the integrated campus is presented in **Figure 3-5**. Elevation and isometric drawings of the campus are shown in **Figure 3-6** through **Figure 3-9**.

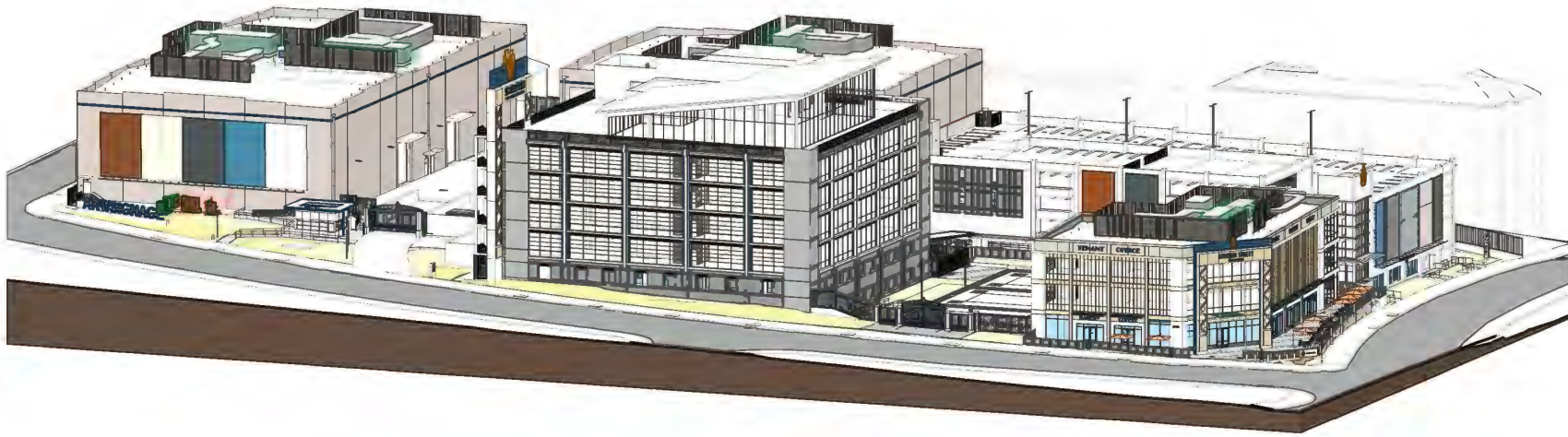
The slope of the Project site results in the site having two primary “ground” or “service levels” with different elevations. Between these levels would be sub-levels that would connect to these primary levels with roads, pathways, and elevators. A Lower Service Plaza at a level of 165 feet would underlie an Upper Service Plaza at the 185-foot level. The Lower Service Plaza and information desk that would provide for control of access to buildings, restroom facilities for the Green Plaza (see discussion below), as well as the ground floor entry for Building B and the elevators for Building B. The Building B elevators would link the production/studio support Floors 1 and 2, and Upper Service Plaza (Floor 3 at the 185-foot level) and the roof top restaurant. The office elevators would link to Floor 3 through the roof top restaurant. The Upper Service Plaza at 185 feet would be a common link between the studios (Buildings D and E). There would be restroom facilities provided for actors and production support staff at this level. Access to this Upper Service Plaza would be restricted to on-site tenants, movie production talent and staff, and delivery trucks after passing the security checkpoint at Building C.

The main pedestrian circulation path or “paseo” would be located along the south side of Building F (Garage) and anchored on the east side by the lobby of Building A (Office/Food Court). The paseo would connect the eastern entry from Santa Rosalia Drive (elevation of 160 feet) with the Lower Service Plaza at 165 feet and the lobby of Building B, an elevator would then provide access to the Upper Service Plaza (185-foot level) and the studios (Buildings D and E).

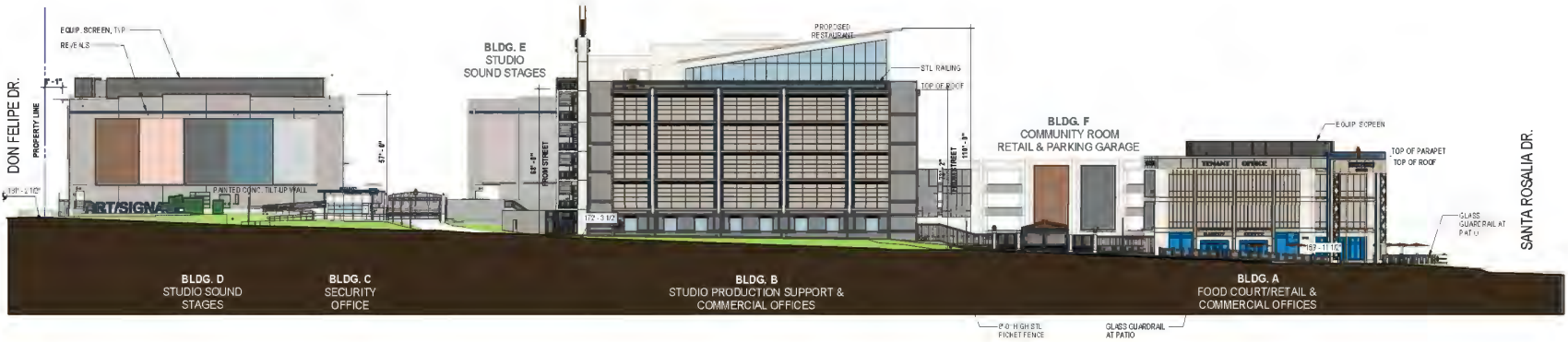


Source: JGM Inc, 2025.

FIGURE 3-5
SITE PLAN



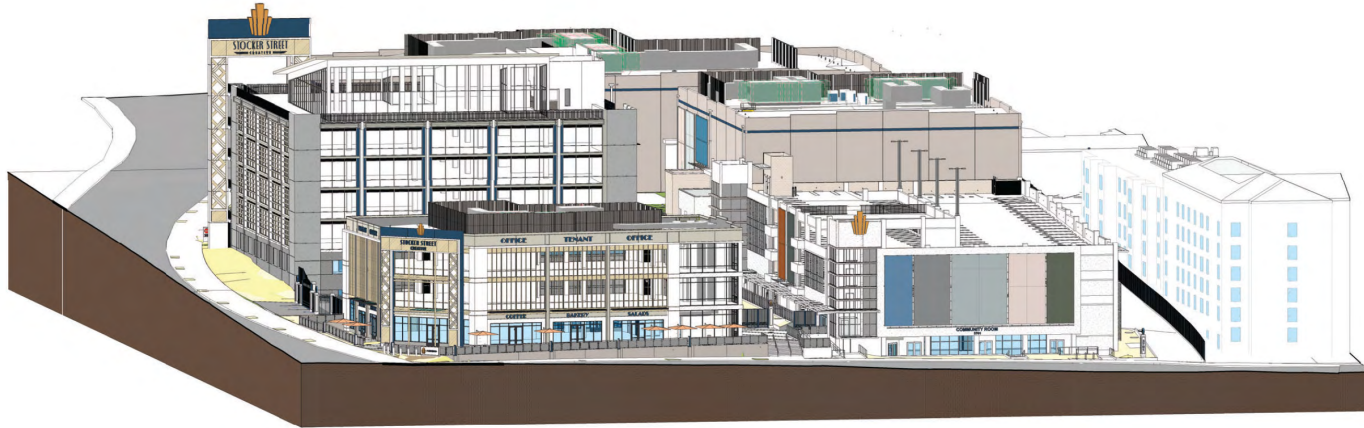
1 ISOMETRIC - SOUTH EAST AT STOCKER STREET
A/E/S



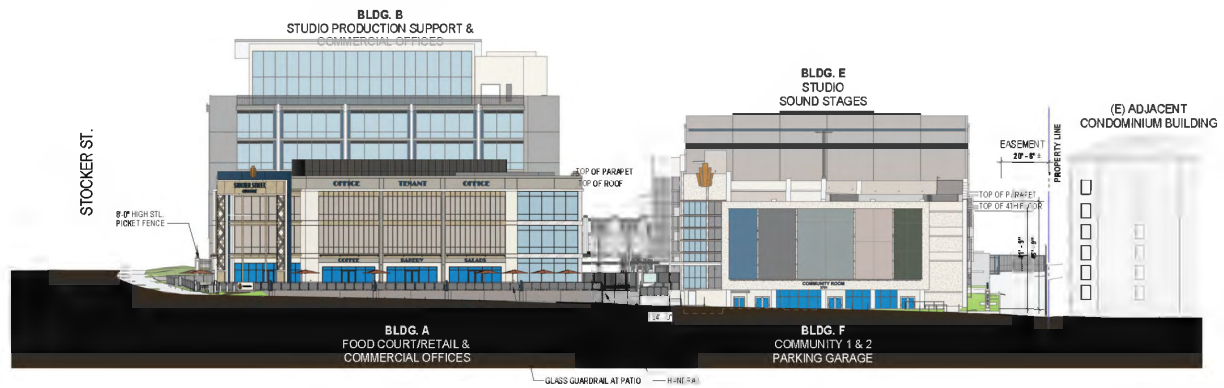
2 SOUTH ELEVATION AT STOCKER STREET
SCALE: 1" = 20'-0"



Source: JGM Inc, 2025.



1 ISOMETRIC - SOUTH AT SANTA ROSALIA DRIVE
 ADD N.T.S.



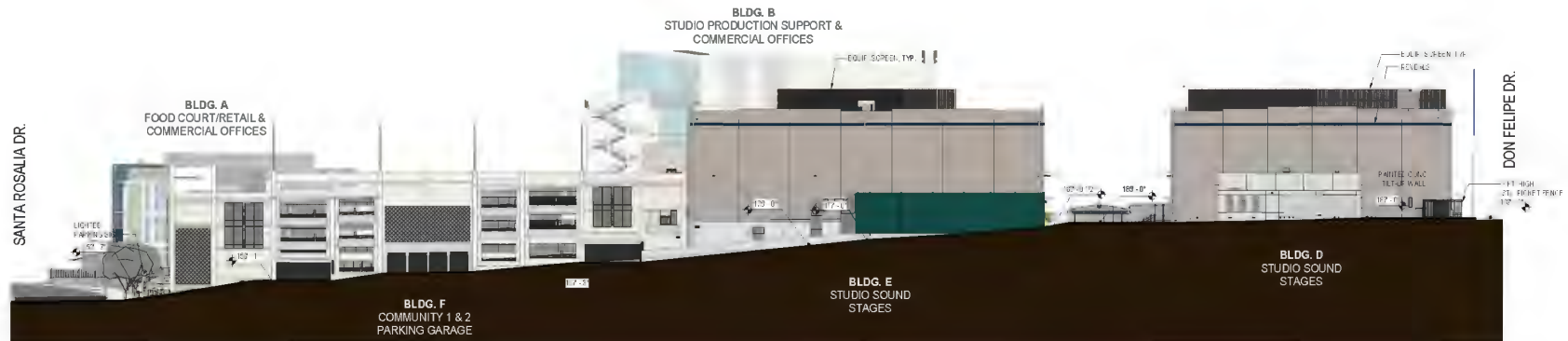
3 EAST ELEVATION AT SANTA ROSALIA DRIVE
 ADD SCALE: 1" = 20'-0"



Source: JGM Inc, 2025.



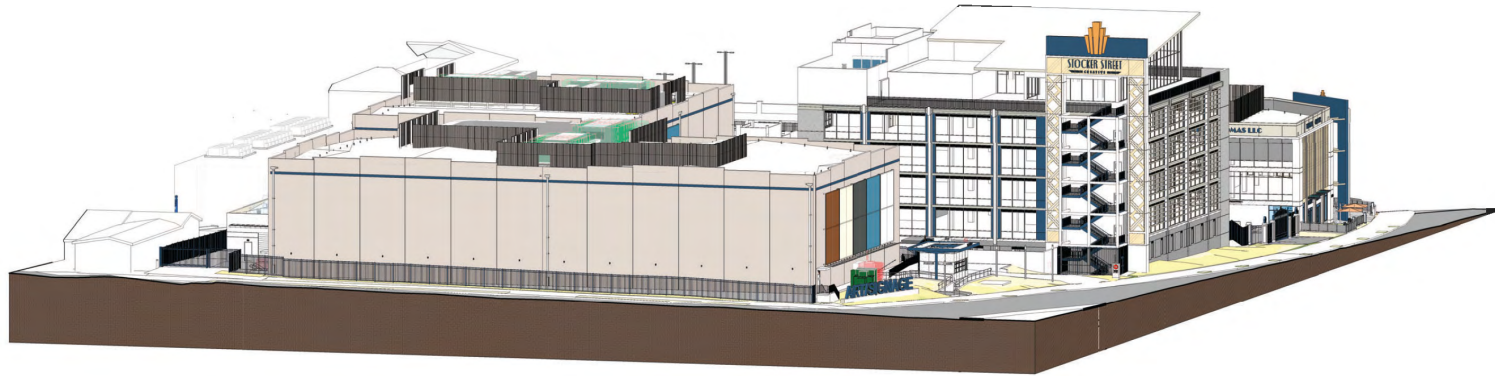
1 ISOMETRIC - NORTH WEST AT EASEMENT
ASB N.T.S.



2 NORTH ELEVATION AT EASEMENT
ASB SCALE: 1"=20'-0"



Source: JGM Inc, 2025.



1 ISOMETRIC - WEST EAST AT DON FELIPE DRIVE
NSR SCALE



2 WEST ELEVATION AT DON FELIPE DRIVE
NSR SCALE: 1" = 20'-0"



Source: JGM Inc, 2025.

3.3.2 Access, Circulation, Parking and Loading

Vehicular access for visitors and tenants would be provided from Santa Rosalia Drive to the existing fire road along the northern property line and then to the parking structure/garage (Building F). All vehicular access would be controlled through a ticketed gateway prior to entering the parking garage. There are two access points to the garage from the fire road. Access to the existing fire road from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access. The existing fire road would be closed for routine pass-through traffic but would continue to provide easement access to utility providers and others as appropriate.

Delivery trucks and studio trailers would access the Project site from a right turn in only via a truck-only entry driveway off Stocker Street. The truck entry driveway would be wide enough for two semi-trucks to pull off Stocker Street, if necessary. All trucks entering from Stocker Street would exit on Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive. A large Art Deco-style arch is planned as a landmark denoting the location of this main truck entry driveway.

As discussed above under the site layout, pedestrian access to the Project site would be available via a pedestrian entrance and walk-up points. Pedestrians would access the Project site from Santa Rosalia Drive and would be able to connect to a walkway between Buildings A and F. The pedestrian access would be on the south side of Building A and would connect to the public food court within Building A and outdoor seating surrounding Building A. Additional walk-up access would be provided via a gateway connecting Stocker Street to the Green Plaza as well as via the walkway connecting Building C to Stocker Street.

The Project would include a maximum of 889 employees. The Project would provide a total of 349 parking spaces on-site in structured and surface parking. Building F (Garage) would provide four floors of structured parking with 344 parking stalls (including eight ADA stalls and 75 electric vehicles charging spaces). Five additional car parking spaces, including one ADA stall would be provided within the Upper Service Plaza Level. Parking spaces for the restaurant would only be available after 6:00 pm, the rest of the time, it would be used by tenants of Buildings A and B. A total of 32 short-term bicycle parking would be provided throughout the Project site. Buildings A and B would provide shower and locker facilities for bicyclists. Parking for studio trailers or “star wagons” that would function as dressing rooms or “green rooms” would be located adjacent to the northeast corner of Building D. No parking would occur on Stocker Street, Don Felipe Drive or Santa Rosalia Drive.

3.3.3 Open Space and Landscaping

On-site landscaped spaces would include perimeter landscaping, an approximately 9,680-square-foot open/garden area on the rooftop of Building B, open pedestrian spaces between buildings, and a 31,000-square-foot open space area between Buildings A, B and F designed for programmed community and campus events. These areas would be landscaped with native California trees and plants, and all landscaped areas would be automatically irrigated with a high efficiency sprinkler system with a weather-based controller capable of collecting daily weather information and adjust irrigation runtime accordingly. The Landscape Plan for the Project is presented in **Figure 3-10**.

Between the west side of Building B and the east side of Building C there would be a mechanical service yard and the main entry drive. The service yard would not be visible from Stocker Street and would be screened with landscaping. The service yard would be open to the sky and have concrete walls on the north, west and east. The south would have a fence that would be hidden to the greatest extent possible by plantings. The service yard would also have a stairway for communication between the studio level (185-foot level) and the security/information desk in the north lobby of Building B (165-foot level).

A large Green Plaza would provide 31,000 square feet of open space area between Buildings A, B and F with hardscape and landscape designed for community gatherings and special events (a covenant will be required for all the public access conditions of approval). Within the open plaza there would be a small hospitality food service snack bar, and a metal shipping container for storage of outdoor seating. On either side of the open plaza would be lush native plants separating the adjacent building from the plaza. To the south, a fence and monumental gate would be open for access during large community gatherings and other special events. The Green Plaza would provide pedestrian access connections between Building A, the Service Plaza Level (185-foot), and Building F.

Outside patio seating for visitors would be provided on-site around the south, east, and northwest perimeter of Building A. Additional on-site patio seating would be provided along Santa Rosalia Drive. The Green Plaza between Buildings A and B would be designed with greenspace and hardscape as well as bench seating.

Currently, 70 mature trees are located on the Project site, Twenty-two of these 70 trees are street trees, and one of the 22 street trees is dead. Implementation of the Project would result in the removal of 29 mature trees, and 35 mature trees, including 20 street trees (including one dead street tree) and 16 offsite trees would experience encroachment within their driplines. The remaining two street trees, located just in front of adjacent properties, would be protected in place. The Project would not result in the removal of any street trees.

3.3.4 Sustainability Features

The Project would include energy conservation, water conservation, waste reduction, and transportation demand management features, and the campus would be constructed to a minimum of Leadership in Energy and Environmental Design (LEED) Gold Standard. The Project would comply with the 2020 Los Angeles Green Building Code (LAGBC), and the 2019 California Green Building Standards Code (CalGreen). In addition, all building systems would meet or exceed current Title 24 Energy Standards to reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. In addition, the infill location of the campus would promote the concentration of development in an urban area with extensive infrastructure and access to public transit facilities. The proximity to public transportation would reduce vehicle miles traveled for employees and visitors.

3.3.5 Lighting and Signage

BUILDING A. A 51-foot-tall monument sign, facing east, would be located at the southeast corner of Building A at corner of Stocker Street and Santa Rosalia Drive. The monument sign would be 51 feet tall by 40 feet wide by three feet deep. At the top, there would be a band of text that would be five feet six, inches tall by 20 feet long. The words, Stocker Street Creative would be gold-

colored objects, illuminated by small spotlights at the top of the monument sign. The first floor of Building A would have a three-foot wide band wide just below the second floor. There are three opportunities for signage between the building columns just below the second-floor line. Each rectangle which could receive signage that is 25 feet, four inches long by one-foot, eight inches high. This band is meant to act as the envelope that contains all signage for the quick serve restaurants. Signage on the first floor is anticipated on the east and south facades. Signage would be solid raised objects applied to the band and externally illuminated. The sidewalk on Stocker Street and Santa Rosalia Drive would also be illuminated by low profile wall mounted sconces spaced around the retaining wall for the outdoor dining area around Building A.

GREEN PLAZA. Between Buildings A and B on Stocker Street there would be a gated entry for pedestrian access during community events. On either side of the gated entry there would be precast pylons with internally illuminated circular luminaire with the Stocker Street Logo on both sides. The stairs and ramps down to the green plaza would have LED lights mounted to the underside of the handrails. Plaza illumination would be from two large thin metal poles providing a low level of general illumination over the entire plaza. The luminaires would not be visible from the south. The perimeter planting against Buildings A and B would be illuminated as well as the seating area on either side. At the north side of the plaza, the bench attached to the planter along the south façade of the garage, would have low level LED illumination of the Paseo from beneath the bench.

BUILDING B. At the southwest corner of Building B, an exit stair is exposed to view and another monument sign would be located on top also with the words, Stocker Street Creative in gold-colored objects, illuminated by small spotlights at the top of the sign. This monument sign would be similar to that of Building A in terms of design, but this sign would be 99 feet, nine inches tall by 42 feet, six inches wide by four feet deep. At the top there would be a band of text that would be six feet tall by 22 feet, six inches long.

An Art Deco style arch would denote the location of the main truck entry driveway off of Stocker Street. The columns on floors 2 through 6 of Building B would have LED accent uplighting. The concrete walls at the southeast and southwest corners would also be softly illuminated from the base of the building. At the southwest corner of Building B, an exit stair is exposed to view and a monument sign is located on top with the words, Stocker Street Creative. Those words would be gold-colored objects, illuminated by small spotlights at the top of the sign.

BUILDING C. On the roof of Building C (security building), facing Stocker Street, would be individual cut-out letters denoting "Security". The canopy would have uplighting to provide general diffuse illumination of the area around the delivery entry gate. The ramp from the street to Building C would be illuminated by the LED fixtures on the underside of the handrails. The vehicular drive from Stocker Street to the delivery entry gate would also have the driveway surface illuminated from low lights contained within the bollards on either side of the road.

STUDIO SERVICE AREA. The Service Road connecting Studios D and E and Building B would have large painted letters or numbers on their walls indicating which sound stage is which and include wall mounted general area lighting for exiting and security.

BUILDING E. The south façade is obscured by Building B and the north façade would not be illuminated. However, the north façade would include low level exit lighting and lighting for nighttime mechanical equipment repair if required.

BUILDING F. The north wall of Building F (Parking Garage) would parallel the adjacent multi-family residential development. There would be no exterior lighting of the garage face along the north exterior. The one exception would be the illuminated entry/exit from the parking garage Fire Department Access Road connected to Santa Rosalia Drive. The north wall of the parking garage would be open for ventilation and the light fixtures for the five-story parking garage would be shielded from the adjacent residential development. The east wall of the parking garage, parallel to Santa Rosalia Drive, would have its exterior art banners illuminated from above, and a large sculptural street address number would be mounted to the southeast corner of the garage stair tower. The street number would be illuminated by small LED up lights. The banners would shield vehicle and building internal illumination and would all 30 feet tall and their widths are range from 12 feet to 24 feet.

FIRE DEPARTMENT ACCESS ROAD. A sign would also be placed on the gate on Don Felipe Drive noting “FIRE DEPARTMENT ACCESS ONLY – No Public Access”. Another similar sign would be placed on the gate at the east end of the fire department access road, just north of the parking garage entry.

No off-site signage is proposed, and the proposed signage would comply with the Los Angeles Municipal Code (LAMC) signage regulations and would not obstruct views for motor vehicles at the intersection of Stocker Street and Santa Rosalia Drive nor be erected on the public sidewalk or adjacent streets. All signage would obtain approval from the Department of City Planning and would adhere to design requirements for signage under the Crenshaw Corridor Specific Plan. The architectural and security lighting would be integrated into the overall architecture and landscaping. Outdoor lighting features would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes, and to accent architectural features and landscaping elements. Architectural and exterior lighting would comply with LAMC lighting regulations and be shielded to reduce glare and eliminate light being cast into the night sky.

3.3.6 Site Security

The Project would provide a security program to ensure the safety of its employees and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include controlling access, monitoring entrances and exits of buildings, monitoring fire/life/safety systems, and security lighting. Building C would serve as the primary security checkpoint for the ingress and egress of truck deliveries and pedestrians off Stocker Street. Public visitors driving to the would enter through the driveway off Santa Rosalia Drive and be required to enter the parking garage in Building F. The food court and area immediately adjacent to Building A would be open to the public. The rest of the campus (including the parking garage) would have varying levels of secured/controlled access. Emergency response vehicles would be able to access the Project site via Stocker Street, and the proposed driveway and service road within the campus would be designed to meet the minimum width and turning dimension requirements of the Los Angeles Fire Department (LAFD).

Access through the existing fire road connected to the driveway off Santa Rosalia Drive would be gated, with an automatic gate release for fire trucks and would function as fire lanes for the Project site. LAFD would maintain key access to the fire lane, and access from Don Felipe Drive would be limited to emergency vehicles. and occasional VIP and other unique access if needed.

To reduce the presence of fencing around the Project site, the exteriors of the buildings would function as barriers. Fences or other architectural barriers would be constructed along the spaces between the buildings. Pedestrian gateway openings would be located at the service yard between Buildings B and C, and along Stocker Street in front of the Green Plaza.

3.3.7 Operations

The Project would operate a movie production studio containing a mix of uses, including restaurant and retail uses open to the public. The proposed studio would have operations 24 hours per day, seven days per week, but generally occur nine months per year. The number of studio employees on-site would vary and be contingent on the current phase of movie production being conducted on set. Studio underwriting staff would generally include a full-time staff of ten people, including stage managers, studio sales, property management, IT, accounting, etc. These staff members would manage studio and stage operations daily from 9:00 am to 6:00 pm. During production, the daily volume of employees and support crew is estimated to be 125 people per sound stage. The following staffing assumptions are made for a typical eight-month production schedule:

- Month 1, Preparation: 75 people working daily from 9:00 am to 6:00 pm.
- Months 2 and 3, Build: 150 people working daily from 9:00 am to 6:00 pm.
- Months 4, 5, and 6, Shoot: 300 people working 2 to 3 days per week in 12- to 14-hour shifts, beginning at 8:00 am.
- Months 7 and 8, Wrap: 75 people working daily from 9:00 am to 6:00 pm.

Public visitors to the campus would have (controlled) access to Building A and Building F and the Green Plaza during daytime hours. Public visitors would be required to check in at the security information desk at Lower Service Plaza Level (165-foot elevation). Visitors would access the rooftop restaurant via the security checkpoint in the Building B lobby and the elevators adjacent to the main entry of Building B or from the studio level/Upper Service Plaza. The rooftop restaurant would be open to on-site employees during daytime hours and open to the public after 6:00 pm. Access to Building D and Building E and the Upper Service Plaza Level (185-foot elevation) would be restricted to on-site office tenants, movie production talent and staff, and delivery vehicles during all hours of operation. The food court in Building A would operate 12 hours per day from 8:00 am to 8:00 pm. The community room located in Building F would be open for public use between 8:00 am and 8:00 pm. Special events for both building tenants and the public would occasionally occur within the Green Plaza. Additionally, the restaurant and green space on the rooftop of Building B could be utilized for private special events. Sound amplifying equipment during special events would be prohibited between the hours of 10:00 pm and 7:00 am.

3.4 ANTICIPATED CONSTRUCTION SCHEDULE

Construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 am to 9:00 pm Monday through Friday and between 8:00 am and 6:00 pm on any Saturday or national holiday. Construction activities would be performed five days per week, with 10 to 20 percent of work being performed on Saturdays. No construction activities are permitted on Sundays. In

addition to the Project site, the site immediately to the west of Don Felipe Drive may be utilized as a construction staging or laydown area.

Project construction is anticipated to take approximately 35 months, with construction beginning July 2026 and final buildout occurring in May 2029. This construction schedule represents a rough order of magnitude and is subject to change based on the final design of the Project. Construction activities would generally be undertaken in four overlapping main steps: mobilize/demolition (three months); shoring/earthwork (four months); building construction (23 months); and sitework/inspections (six months).

During the mobilize/demolition phase, all five existing buildings and the surface parking lot would be demolished. To reduce noise-related construction impacts on the residential uses adjacent to the northern boundary of the Project site, a temporary 40-foot-high sound abatement wall would be constructed.

During the shoring/earthwork phase, it is anticipated that the Project would result in the export of approximately 21,800 cubic yards of soil. The Project would require 27,800 cubic yards of cut soil, with 6,000 cubic yards being used as fill. The depth of exaction would vary across the Project site due to the slope. The cut quantity is very high due to the excavations required at each building.

The Project site is within the Special Grading Area and requires a haul route permit. Haul trucks would enter/exit the Project site from Stocker Street. Haul trucks arriving and leaving the Project site would travel via Stocker Street and Crenshaw Boulevard, to I-10.

A construction traffic management plan would be implemented during construction to ensure that adequate and safe access and parking remains available in the areas around the Project site during construction activities. The construction traffic management plans would include street closure information, detour plans, haul routes, and staging plans as required by the City. The construction traffic management plans would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project site.

3.5 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to LAMC Section 16.05, Site Plan Review for a major development project with over 100,000 square feet in net new nonresidential or non-warehouse use in the C2 zone, per Section 12.24.U.14(C)(2).
- Pursuant to LAMC Section 11.5.7.C, Project Permit Compliance for a conforming development in the Crenshaw Corridor Specific Plan.
- Pursuant to LAMC Section 12.24.U.15, a Conditional Use Permit (CUP) to allow a Motion picture studio with incidental uses, including outdoor sets.

- Pursuant to LAMC Section 12.27, a Waiver of Dedication and Improvements to (1) allow existing street and sidewalk configurations to remain on all street frontages, which allows the existing street trees to remain, (2) allow the existing sidewalk configuration to remain on Santa Rosalia, (3) allow the sidewalks along Stocker Street and Don Felipe Drive to be widened by three feet for a total sidewalk width of 15 feet in lieu of the existing variable 12 feet. The Waiver of Dedication is requested in lieu of the following City of Los Angeles Bureau of Engineering requirements: (1) a half right-of-way dedication of 55 feet where there is currently 40 feet along Stocker Street, and (2) a 40-foot roadway improvement where the current improvement is 28 feet, and a 20-foot radius is required at each of the corners of adjacent streets (Santa Rosalia Drive and Don Felipe Drive).⁶
- Pursuant to LAMC Section 11.5.7.D, a Specific Plan Exception to allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

3.6 RESPONSIBLE PUBLIC AGENCIES

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

- County of Los Angeles
- City of Los Angeles

⁶ During September of 2023, DCP, issued a Preliminary Land Use Report, Reference Number 202300490 indicating that BOE had reviewed the Project as required by the LAMC Section 12.37 (Highway and Collector Street Dedication) and noted that their preliminary review indicates that a street dedication of 15 feet along the southern edge of the site may be warranted. This dedication would occur between Santa Rosalia Drive and Don Felipe Drive. The Project is seeking relief from this potential dedication as it will negatively impact functionality within the movie studio site.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Except as provided in Public Resources Code Section 21099 would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

In 2013, the State of California enacted Senate Bill 743 (SB 743), which made several changes to the CEQA for projects located in areas served by transit. Specifically, Public Resources Code Section 21099 provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program Public Resources Code Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The Project site is an infill site within TPA as Metro K Line, the station is located within 0.2 mile of the Project site; therefore, pursuant to SB 743, the Project's aesthetics impacts would not be considered significant.

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

Less Than Significant Impact. A significant impact would occur if the Project would have a substantial adverse effect on a scenic vista. A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. Scenic views within the area surrounding the Project site are generally available only through public street corridors and from public parks that have street corridor views or are set back from existing buildings. These include limited views of distant features, including the Baldwin Hills and Santa Monica Mountains and more distant citywide views of Century City, Hollywood, and Downtown Los Angeles. No scenic vistas are available through the Project site. The Project consists of the demolition of five buildings and the construction of six new buildings (Building A through Building F) on the Project site. Building B would be the tallest building on-site with a maximum height of 110 feet, and the rooftop restaurant of Building B would provide expansive views of Downtown Los Angeles and the Santa Monica Mountains. Although the Project would construct buildings taller than the existing one- to four-story structures on the Project site and in the surrounding area, intervening structures and trees would continue to block scenic views within the area, and the Project is not expected to obstruct any scenic vistas. In addition, while the Project will introduce several buildings and a sound abatement wall to the vicinity of Sanchez Ranch Adobe, which is a City of Los Angeles Historical Cultural Monument (HCM) the property that encompasses this historical resource is expansive and overall, its setting, which includes development including nearby residential neighborhoods, commercial-office and medical-office properties, would not be significantly altered by the Project. Therefore, impacts related to scenic vistas would be less than significant.

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

No Impact. A significant impact would occur if the Project would substantially damage scenic resources within a state scenic highway. The Project site is not located in the vicinity of a scenic highway. The nearest state-designated scenic highway is Topanga Canyon State Scenic Highway (State Route 27), approximately 14 miles northwest of the Project site, and the nearest state-eligible scenic highway is the Pacific Coast Highway (Highway 1), approximately 6.7 miles west of the Project site (Caltrans, 2023). The Project site is not within the viewshed of these state-designated and eligible scenic highways due to intervening development. Therefore, no impact would occur.

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

Less Than Significant Impact. Since the site is in an urban area, a significant impact would occur if the Project would conflict with applicable zoning or regulations governing scenic quality. The Project site is zoned C2-1 (Commercial, Height District 1), has a General Plan designation of Community Commercial, and is within the Crenshaw Corridor Specific Plan Area, the Crenshaw Redevelopment Project Area, and a Los Angeles State Enterprise Zone. In addition, as noted above, the site is within a TPA.

The Project would construct six buildings between 14 feet and 110 feet high on the Project site. Building A would be three stories (45 feet), Building B would be seven stories (110 feet), Building C would be one-story (14 feet), Building D would be one-story (63 feet), Building E would be one-story (82 feet), and Building F would be five stories (45 feet). All the proposed buildings would have a FAR of at least 0.75. Per the LAMC, structures zoned C2-1 would not have any height limitations. Per the Crenshaw Corridor Specific Plan, buildings more than three stories in height require a five-foot front setback above 45 feet and at corner lots. Projects within the Crenshaw Corridor Specific Plan are also required to be designed with articulation and provide variation and visual interest, and new development should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian and arterial streets. The mass, portion, and scale of all new buildings should also be at a pedestrian scale per the Crenshaw Corridor Specific Plan.

The Project has been designed to highlight the corner façade at the intersection of Stocker Street and Santa Rosalia Drive. Building A at this corner features a combination of retail and casual dining uses that feature glass façades arranged to acknowledge the art deco designs that are prominent in the community. Articulation spans the façade of this building while highlighting the ground level pedestrian uses and identifying the different restaurants that would be featured in the space. At the casual dining on the ground level, natural grade level changes allow outdoor dining that is adjacent to the sidewalk and slightly elevated so that there is limited unintended interaction between patrons and pedestrians. Above the casual dining, a large expanse of the building façade would be used for movie and TV program signage that would vary as new production projects are released.

The approximately 30,000-square-foot open Green Plaza courtyard would serve as passive open space with landscaping and outdoor furniture and would double as an assembly space for scheduled events, such as movie and TV premieres and provide a break in the massing of buildings and allow natural light to filter into the Project site. The Project minimizes the use of perimeter fencing, through the use of building walls as the perimeter boundaries to secure the production studio and provide public access to certain areas. All pedestrian street frontages would be landscaped to enhance Stocker Street, Santa Rosalia Drive, and Don Felipe Drive.

The requested exception for increased signage would provide for signage typical of production studios. The signs would include graphic art that is changed periodically to reflect the production projects taking place at the site.

While the Project would change the visual character of the Project site, the design, massing, and scale would be compatible with the existing urban uses and aesthetic character of the vicinity. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Project site or surrounding vicinity. Therefore, impacts related to visual character or quality would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project would create a new source of substantial light or glare that adversely affects day or nighttime views in the surrounding area. The Project site is in an urbanized area of the City with a moderate level of

ambient lighting. Existing nighttime lighting sources on the Project site and in the surrounding area include streetlights, vehicle headlights, lighting from surface parking lots, and interior and exterior building illumination from the Project site and commercial uses to the east of the Project site. Residential and other sensitive land uses are located adjacent to the Project site.

The Project would increase lighting effects compared to the existing uses on the Project site; however, the Project would comply with the lighting standards in the LAMC, including Section 93.0117 “Outdoor Lighting Affecting Residential Property”, which would limit light or glare emitted from the Project from spilling over onto residential units adjacent to the Project site. Compliance with LAMC lighting standards would prevent lighting on the Project site from spilling over onto sensitive land uses in the surrounding area. The design and layout of the Project would be reviewed by the City’s Crenshaw Corridor Design Review Board as part of the site plan review process per LAMC Section 16.50 to ensure compliance and compatibility with existing regulations regarding lighting and glare.

The Project would construct six buildings between one and seven stories in height and would install interior and exterior building illumination throughout the Project site. The exterior lighting would include downcast lighting in the ground floor covered area, as well as low-level landscape lighting and limited façade up-lighting (including lighting of the feature exterior stair on the east-facing elevation) to highlight key architectural features. The proposed structures would be constructed with primarily non-reflective materials, such as smooth cement plaster, glass reinforced concrete, metal, and non-reflective glass. The use of metal would be limited to the fascia along the exterior floor and roof lines and metal panels on the exteriors of the first two floors of Buildings A and B and are not expected to generate substantial amount of glare that would affect the surrounding area. The Project does not include features that would introduce a major source of glare during the day and night. Additionally, trees planted along the northern, western, and southern perimeter of the Project site and around the Green Plaza would further prevent glare from the Project site from adversely affecting the surrounding residential area.

The tallest proposed structure, Building B, would be seven stories or 110 feet high and would be located adjacent to Stocker Street across from residential land uses. Building B would operate an enclosed rooftop restaurant with some outdoor seating, as well as an open air green roof where private events may occur semi-regularly. The south façade of Building B would be illuminated. The exterior of Building B would be constructed with non-reflective materials including smooth cement plaster, glass reinforced concrete, metal, and non-reflective glass, and therefore would not produce a reflective glare upon adjacent residential uses. The exterior of the rooftop restaurant and green roof would be bounded by fencing which would prevent light spillage out from Building B. All rooftop lighting would comply with LAMC Section 93.0117.

Building F would be a four-story or 45 feet high structure located adjacent to a four-story multi-family residential development. Vehicles entering and exiting Building F, as well as internally circulating through the structure and on the open air rooftop at night could result in headlight being visible from the adjacent residential building to the north. However, the exterior of Building F would be covered with perforated metal panels and the rooftop would be bounded with fencing which would block headlights from vehicles from spilling out of Building F and onto surrounding residential uses. All vehicles would exit the Project site onto Santa Rosalia Drive via the access road along the northern boundary of the Project site. Headlights from these vehicles would be

directed onto commercial uses directly east of the Project site and would not introduce light or glare onto residential uses.

Based on the above, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, a less-than-significant impact would occur.

II. AGRICULTURE AND FORESTRY RESOURCES

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

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. A significant impact would occur if the Project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland” in California. The Project site is zoned C2-1 and the General Plan land use designation for the site is Community Commercial. The Project site is developed with five buildings and a surface parking lot. The site is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category (CDC, 2024a). Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the Project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act allows local governments to enter into agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use. The Project would not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project would not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use because the Project site is not subject to a Williamson Act contract. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the Project involved changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project site is in an area of the City that is highly urbanized. Neither the Project site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project site. Therefore, no impact would occur.

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

No Impact. The Project site is currently developed with five office buildings and a surface parking lot and is surrounded by urban uses. The Project would not result in the loss or conversion of forest land to non-forest use. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the Project involves changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project site is in an area of the City that is highly urbanized. Neither the Project site nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project site. Therefore, no impact would occur.

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.

Information regarding the Project's design and anticipated construction schedule was used to prepare an air quality analysis to evaluate short-term emissions during construction as well as long-term operational emissions following its implementation. Documentation of the air quality analysis is provided in Appendix A.

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. Air quality is typically characterized by ambient air concentrations of seven specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. Federal criteria air pollutants include ground-level ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), respirable particulate matter ten microns or less in diameter (PM_{10}), fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). These specific pollutants, known as criteria air pollutants, are pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. These pollutants are common byproducts of human activities and have been documented through scientific research to cause adverse health effects. The federal ambient concentration criteria are known as the National Ambient Air Quality Standards (NAAQS), and the California ambient concentration criteria are referred to as the California Ambient Air Quality Standards (CAAQS). In addition to the federal criteria pollutants, the state regulates visibility-reducing particles, sulfates ($-SO_4^{2-}$), hydrogen sulfide (H_2S), and vinyl chloride.

The primary State legislation addressing air quality in California is the California Clean Air Act (CCAA). The CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts at the regional and local levels. The CCAA requires all areas of the state to achieve and maintain the CAAQS by the earliest feasible date. The Project site is located within the South Coast Air Basin (SCAB) region. Air quality in the Los Angeles County portion of SCAB does not meet the CAAQS for O_3 , PM_{10} , and $PM_{2.5}$.

At the regional level, SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties, including the Coachella Valley (SCAQMD, 2024). The City of Los Angeles (City) is located within the SCAB, which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and state ambient air quality standards are achieved and maintained for the SCAB. Failure to comply with these standards puts state and local agencies at risk for penalties in the form of lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies, such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD's Air Quality Management Plan (AQMP), which incorporates regional demographic projections and

integrated regional land use and transportation strategies from SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards at the federal, state, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

The Handbook states that an air quality modeling analysis should be performed to determine the potential effect on air quality that would result from implementation of a project. SCAQMD guidance recommends that air pollutant emissions be analyzed in both regional and local contexts. Regional emissions refer to all emissions that would be associated with construction and operation of a project, while localized emissions refer to only those emissions that would be produced by sources located on the Project site. To assist in the assessment of air pollutant emissions, the SCAQMD established maximum daily screening threshold values for air pollutant mass emissions from CEQA projects within the SCAB. The mass daily thresholds were derived using regional emissions modeling techniques to prevent the occurrence of air quality violations that would obstruct implementation of the AQMP and hinder efforts to improve regional air quality. **TABLE 4-1, SCAQMD Air Quality Significance Thresholds – Mass Daily Emissions**, presents the SCAQMD mass daily air quality significance thresholds for regional and localized emissions of regulated pollutants resulting from construction activities, as well as regional mass daily thresholds for operational emissions.

| TABLE 4-1: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS | | | | | | |
|--|------------|-----------------------|-----------|-----------------------|------------------------|-------------------------|
| Pollutant | VOC | NO_x | CO | SO_x | PM₁₀ | PM_{2.5} |
| CONSTRUCTION | | | | | | |
| Regional Threshold (lbs./day) | 75 | 100 | 550 | 150 | 150 | 55 |
| Localized Threshold (lbs./day) | -- | 108 | 1,048 | -- | 8 | 5 |
| OPERATIONS | | | | | | |
| Regional Threshold (lbs./day) | 55 | 55 | 550 | 150 | 150 | 55 |
| Note: Construction LST values selected for a two-acre daily disturbance based on equipment inventory and 25-meter receptor distance in SRA 1. | | | | | | |
| SOURCE: SCAQMD, 2023, 2009. | | | | | | |

The localized construction thresholds were obtained from the SCAQMD localized significance threshold (LST) guidance document and are specific to SCAQMD Source Receptor Area (SRA) 1 – Central Los Angeles for a two-acre daily disturbance area and sensitive receptors within 25 meters of the property boundary (SCAQMD, 2008).⁷ Sensitive receptors are located adjacent to the northern property boundary, and 25 meters (approximately 83 feet) is the closest receptor distance that was modeled in the formulation of the LST guidance. For attainment type pollutants—NO₂ and CO—the mass-rate LST values were derived using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any short-term air quality standard for a particular SRA.⁸ The mass daily emissions thresholds were

⁷ The daily disturbance area was calculated based on the construction equipment inventory provided by the Applicant and an SCAQMD fact sheet for applying the LST methodology to emissions estimated using CalEEMod. The SCAQMD guidance fact sheet indicates that Crawler-Tractors, Graders, and Rubber Tired Dozers equipment types each disturb approximately one-half acre over an eight-hour workday, and the Project’s equipment inventory would include up to four of these types of equipment during grading activities.

⁸ The LST guidance methodology relied on ambient concentrations measured during 1999–2001 to establish mass daily thresholds.

established as screening criteria for emissions from proposed CEQA projects. The SCAQMD generally advises that a project generating maximum daily emissions of the pollutants shown in **TABLE 4-1** of lesser magnitude than the corresponding threshold values would not cause a significant air quality impact at the regional or localized scale. The SCAQMD's LST screening protocol considers air quality impacts for individual projects that would generate maximum daily magnitude of emissions remaining below the thresholds shown in **TABLE 4-1** would not cause or contribute to air quality violations and would be considered less than significant.

In addition to the mass daily thresholds for criteria pollutants and O₃ precursors, SCAQMD has established CEQA significance thresholds related to toxic air contaminants (TACs) and odorous emissions. As a diverse class of pollutants, TACs include many different pollutants with varying degrees of toxicity and that affect human health in different ways. Within the field of health risk assessment, carcinogenic risk and non-carcinogenic hazards can be determined based on multipollutant exposures. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of excess incremental individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to TAC concentrations over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. SCAQMD established a project-specific TAC carcinogenic exposure threshold of an incremental excess cancer risk of 10 cases per million. For non-carcinogenic TACs, the acute and chronic exposures should not exceed a combined calculated Hazard Index value of 1.0, based on pollutant-specific reference-exposure levels.

Construction and operation of certain land use development projects may create public nuisances related to visible dust plumes and odors. The SCAQMD air quality significance thresholds address odorous emissions by invoking compliance with SCAQMD Rule 402. A project may have a significant air quality impact if construction or operation of that project creates a public nuisance condition in violation of SCAQMD Rule 402. Visible dust plumes are controlled through the enforcement of SCAQMD Rule 401 and SCAQMD Rule 403.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Section 15125 of the State CEQA Guidelines requires that environmental documents analyze and discuss any inconsistencies between the proposed project and applicable General Plans and regional plans. The SCAQMD *CEQA Air Quality Handbook* provides that the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with federal and state ambient air quality standards (SCAQMD, 2001). The relevant air quality plan for the Project is the SCAQMD 2022 AQMP, which relied on aggregated regional growth projections and traffic forecast data from the SCAG *Connect SoCal* 2020–2045 RTP/SCS to prepare its emissions inventory. The SCAQMD is required—pursuant to the CAA—to reduce emissions of criteria pollutants for which the SCAB is in non-attainment of the NAAQS (e.g., O₃ and PM) (USEPA, 2024).

The SCAQMD 2022 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving five NAAQS related to these pollutants, including transportation control strategies from the SCAG *Connect SoCal* RTP/SCS designed to focus growth within Priority Development Areas (PDAs)—such as Transit Priority Areas (TPAs) and Neighborhood Mobility Areas (NMAs)—to reduce vehicle miles traveled (VMT) (SCAQMD, 2022a). The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022, and was approved by CARB on January 26, 2023. Although the SCAG Regional Council voted to adopt the *Connect SoCal* 2024–2050 RTP/SCS on April 4, 2024, the plan has not yet been approved by CARB nor has the conformity analysis been approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

The consistency determination at the environmental review stage in the planning process fulfills the CEQA goal of fully informing local agency decision makers of the possible air quality concerns for a proposed project. The SCAQMD *CEQA Air Quality Handbook* identifies two key indicators of consistency with the applicable plans:

- (i) Whether the project has the potential to result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards (i.e., the National or California Ambient Air Quality Standards) or the interim emission reductions specified in the AQMP; and,
- (ii) Whether implementation of the project has the potential to exceed the assumptions in the contemporary AQMP, or increments based on the year of project build-out and phase (i.e., growth projections of population, housing, and employment within the local jurisdiction over the regional planning horizon).

Consistency Criterion: Air Quality Violations

Construction. Air quality violations are determined by an SCAQMD Air Quality Inspector when a business is out of compliance with applicable SCAQMD rule requirements, permit conditions or legal requirements, or with applicable state or federal air pollution regulations. Air quality violations typically involve large industrial facilities that emit vast quantities of highly regulated pollutants and are not common among typical land use development projects. Construction of the proposed project would be conducted in accordance with the best management practices (BMPs) provided in SCAQMD Regulation IV, Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). These BMPs include the application of water as a dust suppressant to material stockpiles and disturbed

ground areas. The application of these BMPs would reduce fugitive dust emissions during construction activities by approximately 61 percent. All construction equipment and vehicles would be maintained and operated within manufacturer specifications to limit unnecessary emissions during use, and any vehicles traveling on unpaved surfaces would be required to limit their speed to 15 miles per hour or less. Construction of the proposed project would not have the potential to obstruct or conflict with implementation of the AQMP in the context of SCAQMD rule requirements.

Estimates of maximum daily air pollutant emissions that would be generated by construction activities can be used to demonstrate that the Project would not conflict with or obstruct implementation of the AQMP with regards to increasing the frequency or severity of existing air quality violations. SCAQMD devised its mass daily thresholds of significance as a screening tool for determining the potential significance of air pollutant emissions from CEQA projects. Emissions of air pollutants that would be generated by construction activities were calculated using the California Emissions Estimator Model (CalEEMod, Version 2022.1.1.21). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. Sources of air pollutant emissions associated with Project construction include heavy-duty diesel equipment exhaust, fugitive dust generation from material movement, off-gassing of volatile compounds from architectural finishing, haul truck trips, vendor material delivery trips, and construction worker trips.

Construction activities associated with the Project will result in emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}). Construction related emissions are expected from the following activities: demolition, site preparation, grading, building construction, paving, and architectural coating. Construction is expected to begin in February 2026 and last for approximately 35 months, ending in January 2029. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction were to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.

Dust is typically a major concern during demolition and excavation/grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions

resulting from this phase of activity. The Project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule would be achieved through application of standard BMPs in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. Additionally, SCAQMD Rule 1113 limits the VOC content of paints and other architectural coatings to 50 grams per Liter (50 g/L) for all building envelope applications. These control measures were accounted for in CalEEMod as standard features under the unmitigated conditions.

TABLE 4-2, *Estimated Regional Construction Emissions*, presents the maximum daily regional emissions that would be generated by each construction activity for the Project. Maximum daily emissions during construction are compared to the applicable SCAQMD mass daily thresholds of significance. Construction of the proposed project would not generate daily emissions of criteria pollutants or O₃ precursors in excess of any SCAQMD regional threshold. Thus, construction of the Project would not result in an increase in the frequency or severity of existing air quality violations, would not cause or contribute to new violations, and would not obstruct timely implementation of the AQMP.

| TABLE 4-2: ESTIMATED REGIONAL CONSTRUCTION EMISSIONS | | | | | | |
|---|---|-----------------------|-------------|-----------------------|------------------------|-------------------------|
| Construction Activity | Maximum Daily Emissions (Pounds Per Day) | | | | | |
| | VOC | NO_x | CO | SO_x | PM₁₀ | PM_{2.5} |
| Demolition | 2.5 | 22.5 | 31.1 | <0.1 | 4.7 | 1.5 |
| Site Preparation | 1.9 | 20.3 | 24.9 | <0.1 | 6.8 | 1.7 |
| Grading | 2.6 | 29.9 | 32.6 | <0.1 | 5.7 | 2.0 |
| Building Construction | 5.0 | 40.6 | 56.2 | <0.1 | 4.0 | 1.8 |
| Paving | 1.9 | 16.5 | 25.6 | <0.1 | 1.3 | 0.7 |
| Architectural Coating | 25.2 | 5.0 | 7.2 | <0.1 | 0.8 | 0.3 |
| <i>Overlapping Activities</i> | | | | | | |
| Building Construction + Paving | 7.0 | 57.1 | 81.7 | <0.1 | 5.3 | 2.5 |
| Building Construction + Architectural Coating | 30.2 | 45.6 | 63.3 | <0.1 | 4.7 | 2.1 |
| Maximum Daily Emissions | 30.2 | 57.1 | 81.7 | <0.1 | 6.8 | 2.5 |
| Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |
| Note: Emissions modeling files can be found in Appendix A . | | | | | | |
| SOURCE: TAHA, 2024; SCAQMD, 2023. | | | | | | |

Operations. CalEEMod was also used to produce estimates of daily air pollutant emissions during future operation. CalEEMod generates default estimates of population growth and daily vehicle trips associated with land uses in lieu of project-specific information. Direct sources of operational emissions would include mobile source vehicle trips and area source emissions such as consumer product use (i.e., household cleaners) and landscaping activities. Indirect source emissions during operations would include energy consumption such as natural gas use associated with space heating, water heating, and stoves, as well as electricity for lighting and appliances.

The primary source of operational emissions would be on-road vehicle travel. The Transportation Assessment for the Project—which is included in Appendix G—determined that operations would generate an estimated 2,935 daily vehicle trips after considering incorporation of transportation demand management measures (KOA, 2024). The CalEEMod program generates estimates of emissions from energy use (i.e., natural gas consumption) based on the land use type and size of the project and average building energy demand factors. The daily operational emissions for the Project in the opening year of 2027 are summarized in **TABLE 4-3, Estimated Daily Operational Emissions**, below. As shown in **TABLE 4-3**, future operation of the Project would not result in daily emissions that exceed any of the applicable SCAQMD regional thresholds.

| TABLE 4-3: ESTIMATED DAILY OPERATIONAL EMISSIONS | | | | | | |
|---|---|-----------------------|--------------|-----------------------|------------------------|-------------------------|
| Operational Source | Maximum Daily Emissions (Pounds Per Day) | | | | | |
| | VOC | NO_x | CO | SO_x | PM₁₀ | PM_{2.5} |
| Area Sources | 8.1 | 0.1 | 15.4 | <0.1 | <0.1 | <0.1 |
| Energy Sources | 0.1 | 1.8 | 1.5 | <0.1 | 0.1 | 0.1 |
| Mobile Sources | 9.0 | 6.6 | 69.6 | 0.2 | 15.4 | 4.0 |
| Off-Road Equipment | 1.5 | 16.0 | 23.6 | <0.1 | 0.5 | 0.5 |
| Daily Operational Emissions | 18.7 | 24.4 | 110.0 | 0.2 | 16.1 | 4.6 |
| Regional Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |
| Note: Emissions modeling files can be found in Appendix A . | | | | | | |
| SOURCE: TAHA, 2024. | | | | | | |

Consistency Criterion: AQMP Growth Forecast

The second AQMP consistency criterion requires that, for the impact to be considered less than significant, the Project does not exceed the growth assumptions used in preparing the emissions inventory for the AQMP. The population and employment assumptions used to estimate regional emissions in the AQMP are obtained from SCAG demographic growth projections for cities and unincorporated areas within the SCAQMD jurisdiction, which are aggregated from General Plans prepared by the cities and the County. Projects that are consistent with regional growth policies and forecasts in the RTP/SCS are generally consistent with the AQMP. The Project would not construct any new housing units and therefore would have no effect on population and housing within the City.

Implementation of the Project would introduce new non-residential land uses to the area, including commercial office space, retail and restaurant spaces, sound stage studio spaces, and a parking garage near multiple major transit stops. SCAG defines a major transit stop as a site containing an existing or planned rail or bus rapid transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The Project would be located within ¼-mile of the Metro K Line Martin Luther King Jr. Station on Crenshaw Boulevard, as well as several bus routes (i.e., Metro Lines 40, 102, 105, and 210 at the Crenshaw Boulevard/Stocker Street intersection and the DASH Crenshaw Line). The Project would be an infill development providing a net increase of approximately 889 jobs in the City that can be filled by the local labor force, increasing job density

within a Priority Development Area (PDA) that qualifies as both a TPA and a Neighborhood Mobility Area (NMA). SCAG acknowledges that projects located within multiple PDAs indicate a greater alignment with Plan goals.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the SCAB. The Project is an infill development near transit within an existing urbanized area that would concentrate new creative office/retail, restaurant, and sound stage studio uses within a TPA, thus reducing per capita VMT. The Project would not have a significant long-term impact on the region's ability to meet state and federal air quality standards. The Project would not result in daily regional emissions that exceed the applicable SCAQMD thresholds, which were established to ensure that individual projects would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As discussed above, the Project would be consistent with the growth assumptions, goals, and policies of the 2022 AQMP and, therefore, would not conflict with or obstruct implementation of the SCAQMD's 2022 AQMP. This impact would be less than significant, and no mitigation measures are required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The Los Angeles County portion of SCAB has ongoing cumulative regional air quality impacts for O₃, PM₁₀, and PM_{2.5} since the region is designated as non-attainment of the NAAQS and/or CAAQS for these air pollutants. Considering existing environmental conditions, SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to cumulative emissions of criteria pollutants for which the region is in non-attainment. As such, individual projects that do not generate emissions greater than the SCAQMD regional significance thresholds are not expected to result in cumulatively considerable net increases of any criteria pollutant for which SCAB is non-attainment. As discussed in Response to Checklist Question III(a), daily regional emissions associated with construction and operation of the Project would be below all applicable regional SCAQMD thresholds. Therefore, the Project would not result in a cumulatively considerable net increase of non-attainment pollutants, and this impact would be less than significant, and no mitigation measures are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are more susceptible to experiencing adverse health effects as a result of exposure to air pollution: children under 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, land uses that commonly serve sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

A comprehensive land use survey was conducted to identify the closest sensitive receptors to the Project site. Sensitive receptors in closest proximity to the Project would include:

- A multi-family residential complex adjacent to the northern property boundary;
- Single- and multi-family residential developments located to the south and southeast of the site across Stocker Street, approximately 85 feet (26 meters) from the property boundary;
- The View Park Convalescent Center located approximately 275 feet (84 meters) northwest of the property boundary;
- A tract of single-family homes located approximately 315 feet (96 meters) west of the site.

The air quality analysis focuses on the closest receptors to the Project site.

Localized Emissions Analysis

Construction. Sensitive receptors near the Project site may be exposed to pollutant concentrations emanating from emissions sources involved in construction activities. SCAQMD established an LST methodology to determine the likelihood of substantial criteria pollutant concentrations reaching sensitive receptor locations. The LST methodology involves screening values for daily NO_x, CO, PM₁₀, and PM_{2.5} emissions that are generated exclusively by sources located on the Project site. Mobile source emissions on the roadway network are spread across long distances and do not directly affect sensitive receptors in close proximity to the Project site. LST values were determined using emissions modeling based on ambient air quality measured throughout SCAB. If maximum daily emissions remain below the LST values during construction activities, it is highly unlikely that air pollutant concentrations in the ambient air would reach substantial levels sufficient to create public health concerns for sensitive receptors.

As shown in **Table 4-4, *Estimated Localized Construction Emissions***, maximum daily emissions of criteria pollutants and ozone precursors would not exceed any applicable LST values during construction of the Project. Therefore, construction of the Project would not result in exposure of sensitive receptors to substantial concentrations of criteria pollutants.

| TABLE 4-4: ESTIMATED LOCALIZED CONSTRUCTION EMISSIONS | | | | |
|--|---|-------------|------------------------|-------------------------|
| Construction Activity | Maximum Daily On-Site Emissions (Pounds Per Day) | | | |
| | NO_x | CO | PM₁₀ | PM_{2.5} |
| Demolition | 18.8 | 24.2 | 2.9 | 1.0 |
| Site Preparation | 12.5 | 16.4 | 4.0 | 1.0 |
| Grading | 18.3 | 22.7 | 2.2 | 1.0 |
| Building Construction | 37.4 | 45.6 | 1.3 | 1.2 |
| Building Construction + Paving | 53.2 | 68.5 | 2.0 | 1.7 |
| Building Construction + Architectural Coating | 41.7 | 50.1 | 1.4 | 1.3 |
| Maximum Daily Localized Emissions | 53.2 | 68.5 | 4.0 | 1.7 |
| Localized Significance Threshold /a/ | 108 | 1,048 | 8 | 5 |
| Exceed Threshold? | No | No | No | No |
| /a/ LST values correspond to a two-acre disturbance area in SRA 1 within 25 meters of the nearest sensitive receptor. Note: Emissions modeling files can be found in Appendix A . SOURCE: TAHA, 2024. | | | | |

With regards to TAC emissions, carcinogenic risks, and non-carcinogenic hazards, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 25 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, none of the Project's emissions exceed any local or regional thresholds. In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions.

Construction of the Project is forecasted to last for approximately 35 months according to the preliminary schedule. Over the course of the construction duration, the analysis in CalEEMod determined that average diesel PM emissions from on-site heavy-duty equipment would be approximately 1.13 pounds per working day, spread across the five-acre site. This magnitude of diesel PM emissions is a conservative estimate based on the assumed near-continuous operation of equipment during the workday, when in reality there may be considerable downtime throughout days of active construction. Emissions would be distributed across the construction site where equipment is active and would be dispersed quickly due to the elevated atmospheric mixing height and higher wind speeds during the daytime. It is unlikely that diesel PM concentrations would reach levels of any public health concern at sensitive receptor locations in the project vicinity during the construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the Project would result in a less-than-significant impact related to construction TAC emissions, concentrations, and exposures.

Operations. The Project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions and does not include a land use that would generate a substantial number of heavy-duty truck trips within the region. The Project would not generate air toxic emissions capable of exposing sensitive receptors to substantial pollutant concentrations. Therefore, the Project would result in a less-than-significant impact related to substantial pollutant concentrations during operational activities.

CO Hot-Spot Analysis

Traditionally, CO has been the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future forecasted CO levels to the state and federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots"

at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse. The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) (SCAQMD, 2022b), (SCAQMD, 1992).

As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day.

As part of the 2003 AQMP CO Modeling Attainment Demonstration, an updated analysis was performed based on the 1992 CO Plan using more recent modeling techniques (dispersion modeling, emission factors). The 2003 AQMP CO Modeling and Attainment Demonstration estimated that the 1-hour concentration for this intersection was 4.6 parts per million, which indicates that the most stringent 1-hour CO standard (20.0 parts per million) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. As an initial screening step, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis. The LADOT evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Project would generate a total of 2,935 daily vehicle trips. According to the *Transportation Assessment*, the most-impacted intersection in the Project site vicinity would be located at Crenshaw Boulevard and Stocker Street. The intersection's peak hourly traffic (Average Daily Traffic [ADT]) volume at this location would be 4,222 vehicles per hour. Conservatively assuming this value represents approximately 10 percent of the daily traffic, the busiest intersection would not exceed 42,250 vehicles per day. As this intersection has a volume that falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed, and no significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project.

As discussed above, the Project would not exceed any of thresholds of significance recommended by the SCAQMD; therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of an integrated production studios campus that would include four production sound stages.

Construction. Potential sources that may emit odors during construction activities include the application of materials, such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and volatile organic compounds would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and, therefore, should not reach an objectionable level at the nearest sensitive receptors.

Operations. With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles would also be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

IV. BIOLOGICAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. Generally, a significant biological impact to sensitive species would occur if the Project would cause degradation of sensitive habitat such that species that rely on that habitat would be impacted. The Project site is in an area of the City that is highly urbanized and surrounded by commercial and residential uses. Plant life on the Project site is limited to non-native and ornamental species used for landscaping. Animal life is comprised of common bird, insect, reptile, and small mammal species. The California Natural Diversity Database (CNDDDB), a computerized database that identifies past occurrences of species of special concern (e.g., plants, animals, and communities that are rare, threatened, or endangered) does not identify any candidate, sensitive, or special status species on the Project site or within approximately 0.3 miles of the Project site (CDFW, 2024). The Project site has been previously disturbed and developed with urban uses (i.e., structures, ornamental landscaping, and paved areas). Suitable habitat for special-status wildlife species does not occur within the Project site. The Project site and the adjacent surrounding areas do not contain any riparian habitat or features necessary to support riparian habitat. However, a linear forested/shrub riparian habitat is located approximately 0.7 mile to the southwest of the Project site in the Baldwin Hills formation (USFWS, 2024). This habitat is nestled between housing developments and therefore construction and operations of the Project would not have any direct or indirect impacts upon it. While individual special species birds could occasionally forage or rest on trees on the site, no special-status species were identified or have high likelihood of maintaining a presence on the Project site, the Project would not result in impacts to candidate, sensitive, or special status species or the degradation of sensitive habitat. Therefore, the Project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), and no impact would occur.

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

No Impact. As discussed in Response to Checklist Question IV(a), the Project site is located within an urbanized area surrounded by commercial and residential uses. The Project site is bounded by Santa Rosalia Drive (northeast), Stocker Street (south), Don Felipe Drive (west), and a four-story condominium development (north). As discussed above, the Project site and the adjacent surrounding areas do not contain any riparian habitat or features necessary to support riparian habitat. A linear forested/shrub riparian habitat is located approximately 0.7 mile to the southwest of the Project site in the Baldwin Hills formation (USFWS, 2024). However, this habitat is nestled between housing developments and therefore construction and operations of the Project would not have any direct or indirect impacts upon it. Therefore, the Project would not have significant effects on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

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

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed as a result of the Project. The Project site does not contain any state or federally protected wetlands. The Project site is in an urbanized area and is designated for commercial uses. There are no federally protected wetlands adjacent to or in proximity to the Project site. The nearest water body is Ballona Creek, a concrete-lined channel approximately 2.5 miles northwest of the Project site. As discussed in Response to Checklist Question IV(a), the CNDDDB has not listed any riparian habitat or other sensitive natural communities on the Project site. However, there is a linear forested/shrub riparian habitat located approximately 0.7 mile to the southwest of the Project site that is nestled between housing developments. The Project would not have any effect this riparian habit or any other 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. Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact would occur if the Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The Project site and the surrounding area are highly developed with urban uses, and no wildlife corridors are on or in proximity to the Project site. The Project site does not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. Migratory birds may traverse the Project site, and could utilize mature vegetation on the perimeter Project site, some of which may potentially provide nesting sites for migratory birds.

An Arborists Report was prepared by Lynn Capouya, Inc. Landscape Architects for the Project site in September 2025 and is included as Appendix B. The Report inventoried 70 mature trees on the Project site, including 22 street trees. One of the 22 street trees is dead. The Project site contains no protected trees or shrubs other than the street trees. The Project would result in the removal of 29 mature trees. It is possible that tree removal and construction activities on the Project site could affect migratory birds; however, the Project is required to comply with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Under the MBTA and CFGC, it is unlawful to take or possess any migratory nongame bird. Therefore, the Project is not expected to interfere with wildlife movement or impede the use of native wildlife nursery sites, and impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project were inconsistent with local regulations pertaining to biological resources. As discussed in Response to Checklist Question IV(d), the Project would remove 29 mature trees. While none of the tree species on the Project site are classified as significant trees based on the definition of significant trees in Chapter IV, Article 6, Preservation of Protected Trees of the LAMC. Construction activities would encroach into the dripline of 35 trees, including 20 street trees (including one dead street tree)

and 16 offsite trees, would experience encroachment within their driplines. The remaining two trees would be protected in place. No street trees would be removed to construct the project, so no replacement trees are required.

The Mature Tree Report provided protective BMPs for tree and root management during construction and operations of the Project, including measures for construction work and planting within tree protection zones, tree maintenance and pruning operations, watering and fertilizing, and grading changes. The Project would comply with the recommended BMPs included in the Mature Tree Report (See Appendix B) prepared for the Project and applicable provisions of the LAMC pertaining to the protection of trees during construction. Therefore, the Project would not be inconsistent with local regulations pertaining to biological resources and tree preservation, and impacts would be less than significant.

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

No Impact. A significant impact would occur if the Project were inconsistent with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project site is in an urbanized area of the City surrounded primarily by commercial and residential uses. The Project site is not located within or adjacent to the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

V. CULTURAL RESOURCES

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

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

Less Than Significant Impact. A significant impact would occur if the Project would substantially alter the environmental context of or remove identified historical resources. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being 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. A property of potential significance must meet one or more of the following four established criteria:

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

The criteria for eligibility of listing in the California Register of Historical Resources (California Register) are based upon National Register of Historic Places (National Register) criteria, but are identified as one through four instead of A-D. A property is eligible for listing in the California Register if it is at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

- 1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

The City's Historic Resource Preservation Ordinance (Ordinance No. 185472) identifies the criteria under which a property may be designated as a local historic resource, or Historic-Cultural Monuments (HCMs). In addition to HCMs, the City has an ordinance that establishes local historic districts, known as Historic Preservation Overlay Zones (HPOZs). HCMs may be designated by the City Council after a recommendation by the Cultural Heritage Commission if meets one or more of the following criteria: (Section 22.171.7, revised 2018)

1. Is identified with important events of national, state, or local history or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

A Cultural Resources Assessment was conducted for the Project by Rincon Consultants, Inc. The Cultural Resources Assessment, which is included in Appendix C, included a cultural resources records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, and a pedestrian survey of the Project site. The assessment indicates that the five existing buildings on the Project site were originally constructed between 1950 and 1959 and historically functioned as a medical-office complex. The structures were found to lack significant historical or architectural associations and are recommended ineligible for the National Register, California Register, and local designation. One property within the project site, 3701 Stocker Street was evaluated in 2018. It was assigned a 6Y status code, indicating it was determined ineligible for listing in the NRHP by consensus through the Section 106 process, but it was not evaluated for CRHR or local listing. According to the Cultural Resources Assessment, the five buildings are representative examples of the Late Moderne style, which was commonly applied to office and medical buildings constructed between the 1930s and 1950s across the nation, and the buildings do not appear to be individually distinctive examples of Late Moderne style architecture applied to a medical-office typology. Rather, these buildings were constructed toward the end of the style's period of popularity and do not appear to offer any exceptional design qualities in terms of their application or adaptation of architectural style or construction. In addition, the Project site is not located within an HPOZ, and the structures on the site are also not listed as identified as an historical resource in the City's West Adams-Baldwin Hills-Leimert Community Plan Area Historic Resources Survey Report (OHR, 2016).

The Cultural Resources Assessment identified 11 cultural resources within 0.5 miles of the Project site, one which was recorded adjacent to the Project site (Sanchez Ranch Adobe at 3725 Don Felipe Drive), and none of which are within the Project site. Sanchez Ranch Adobe, located west of the Project site, became a City of Los Angeles Historic Cultural Monument (HCM 487) in 1990. The adobe potentially dates to 1790-1794 and is significant as one of the oldest surviving buildings

in the City. The building was converted into a clubhouse for the Sunset Golf Club in the 1920s and is currently occupied by a commercial-office use.

While the Project will introduce several buildings and a sound abatement wall to the vicinity of Sanchez Ranch Adobe, the property that encompasses this historical resource is expansive and overall, its setting, which includes development including nearby residential neighborhoods, commercial-office and medical-office properties, would not be significantly altered by the Project. Potential impacts could occur to the Sanchez Ranch Adobe through construction activity, which would intermittently generate vibration on and adjacent to the Project site. Vibration impacts are discussed in Section XII, Noise, and mitigation has been identified to ensure potential vibration damage to the historic Sanchez Ranch building, should it occur, would be mitigated.

Based on the analysis above and associated technical report, the Project is not expected to cause an adverse change in the significance of a historical resource, including the Sanchez Ranch Adobe. Therefore, a less than significant impact would occur.

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

Less Than Significant Impact With Mitigation Incorporated. Research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated May 5, 2022 shows that there are: 11 cultural resource reports and studies within a 0.5-mile Project radius, Of these studies, two include a portion of the Project site and none are immediately adjacent to the Project site, 11 cultural resources within a 0.5-mile Project radius, of these resources none are recorded within the Project site and one is recorded adjacent to the Project site. The NAHC Sacred Lands File dated May 27, 2022 states that a records search was conducted for the Project site and the results were positive.

On November 20, 2024, the City began the AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation who submitted a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources, see Section XVIII, Tribal Cultural Resources in this Initial Study. After analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City concluded the AB 52 consultation on March 26, 2024 and imposed a mitigation measure as a condition on the Project, which is a modified version of the City’s standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The Project would be required to comply with Mitigation Measure **TCR-1**. With the implementation of Regulatory Compliance Measures and Mitigation Measure **TCR-1**, impacts would be less than significant.

Mitigation Measures

See Mitigation Measure **TCR-1** in Section XVIII, Tribal Cultural Resources.

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

No Impact. A significant impact would occur if the Project would disturb any human remains, including those interred outside of dedicated cemeteries The Project site is not part of a formal

cemetery and is not known to have been used for disposal of historic or prehistoric human remains. There are no known human remains on the Project site, and human remains are not expected to be encountered during construction of the Project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the Project site, there is always a possibility that human remains may be unexpectedly encountered during construction. In the unlikely event that human remains are encountered, the Project would be required to comply with Section 7050.5 of the California Health and Safety Code. If human remains of Native American origin are discovered during construction, the Project would also be required to comply with applicable regulations related to the handling of Native American human remains, including Public Resources Code Section 5097. With compliance of the State Health and Safety Code Section 7050.5 and applicable regulations related to the handling of human remains of Native American origin, no impact would occur.

VI. ENERGY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | | | |

Less Than Significant Impact. A significant impact would occur if the Project were to consume energy resources in a wasteful, inefficient, or unnecessary way during construction or operation. The main forms of available energy supply are electricity, natural gas, and petroleum/oil.

During construction of the Project, energy would be primarily consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Petroleum-based fuels would be used for off-road construction vehicles and equipment, round-trip construction worker travel to the Project site, and delivery and haul truck trips. Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, compliance with the California Renewable Portfolio Standard and the Clean Energy and Pollution reduction Act of 2015 (Senate Bill [SB] 350) would result in use of cleaner more carbon efficient fuels. Compliance with the standards set in the City of Los Angeles Green Building Code (Chapter IX, Article 9 of the LAMC) and the California Green Building Code Title 24 (CalGreen) during construction would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. Compliance with all other applicable local, state, and federal regulations would reduce short-term energy demand during Project construction to the extent feasible, and Project construction would not result in a wasteful or inefficient use of energy.

During operations of the Project, the Los Angeles Department of Water and Power would provide electricity and Southern California Gas Company would provide natural gas to the Project site. Energy use associated with operation of the Project would be typical for movie production studio, retail, and restaurant uses, requiring electricity and natural gas for interior and exterior building lighting; heavy machinery used for film production, including cameras, lighting, and sound recording equipment; heating, ventilation, and air conditioning systems (HVAC); electronic equipment; refrigeration; kitchen appliances; security systems; and more. Maintenance activities

during operations, such as landscape maintenance, would involve the use of electric or petroleum-powered equipment. The Project is anticipated to achieve LEED Gold Standard certification and would incorporate high efficiency lighting fixtures throughout the Project site.

In addition to on-site energy use, the Project would result in transportation energy use associated with vehicle trips generated by staff, visitors, and haul truck deliveries to and from the Project site. However, the Project would not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. Therefore, the Project would not result in any wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation, and a less-than-significant impact would occur.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. A significant impact would occur if the Project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. In 2019, the City adopted the latest update to the Sustainable City pLAN, a guide for the City to achieve carbon neutrality by 2050. The pLAN proposes several policies related to energy-efficiency and conservation which aim to reduce building energy use by 34 percent by 2035 and 44 percent by 2050. In addition to the requirements from the pLAN, the Project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The Project does not include any feature (i.e., substantially alter energy demands) that would interfere with the implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

VII. GEOLOGY AND SOILS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

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

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects associated with the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. The closest known active fault is the Newport-Inglewood fault, located near La Brea Avenue approximately one mile to the west of the Project site. According to the California Department of Conservation Earthquake Zones of Required Investigation, the Project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the Project site (CDC, 2023). The Project is a movie production studio and does not involve any activities that would potentially exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault. The type of development proposed would not involve deep excavation into the Earth or boring of large areas creating unstable seismic conditions or stresses in the Earth's crust that would result in the rupture of a fault. Therefore, no impact would occur.

ii. **Strong seismic ground shaking?**

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the Project site is susceptible to moderate to high levels of ground motion during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The Project does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Additionally, the design and construction of the proposed buildings is required to conform to the California Building Code seismic standards, as well as all other applicable codes and standards that addresses issues related to strong seismic ground shaking. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes

malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the Project site is not located within a liquefaction hazard zone (CDC, 2023). The Project site is located approximately 1,350 feet to the east of the Hollywood Liquefaction Zone. The geotechnical investigation conducted for the Project site did not encounter groundwater within the maximum explored depth of 51.5 feet. Due to deep groundwater level, the potential for liquefaction to occur beneath the Project site is unlikely (CTI Environmental, Inc. 2022). The Project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

iv. Landslides?

No Impact. A significant impact would occur if the Project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to landslides. The Project site slopes northwest to northeast about 38 feet and lies at the northeast foot of the Baldwin Hills. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the Project site is not located within an earthquake-induced landslide area. The nearest landslide area is located across Stocker Street and approximately 280 feet to the west of the Project site (CDC, 2023). Therefore, the areas surrounding the Project site could be subject to landslide risk. However, the Project would not include any activities which would exacerbate existing landslide conditions or expose people or structures to landslides. Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact would occur if construction activities or future uses of the Project would result in substantial soil erosion or loss of topsoil. During ground disturbing activities, the Project site could potentially be subject to soil erosion or loss of topsoil. Construction of the Project is estimated to export approximately 69,000 cubic yards of topsoil as part of grading and earthwork activities. However, the Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced National Pollution Discharge Elimination System (NPDES) Construction General Permit, BMPs, and applicable pollution control and erosion protection measures pursuant to the Division 70: Grading, Excavations, and Fills of the LAMC. The NPDES Construction General Permit requires the development of a Stormwater Pollution Prevention Plan describing the design, placement, and implementation of BMPs to prevent stormwater runoff, which the City would review and approve prior to issuing any grading or building permit of the Project. The Stormwater Pollution Prevention Plan would include BMPs to control sedimentation and erosion. Therefore, with compliance with these regulations, impacts related to soil erosion and loss of topsoil would be less than significant.

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

No Impact. A significant impact would occur if the Project would cause geologic unit or soil on the Project site to become unstable or, if the Project site is on unstable geologic unit or soil, the Project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed under Response to Checklist Questions VII(a.iii) and VII(a.iv), the Project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area (CDC, 2023). The Project would not create liquefaction or landslide hazards because the Project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. According to the geotechnical investigation conducted for the Project site, which is included as Appendix E of this IS/MND, the potential of lateral spreading is not likely to occur within the Project site due to a lack of liquefiable soils in the upper 50 feet (CTI Environmental, Inc., 2022). The Project site slopes 38 feet northwest to northeast, is located at the foot of Baldwin Hills and is within 300 feet of landslide prone hillside areas.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The Project site and its vicinity do not contain any subsurface oil extraction facilities or groundwater withdrawal activities (CDC, 2024b). The Project site is located in an area with commercial, residential, and health care-related uses. The Project would develop a movie production studio that would replace the existing medical office buildings on the Project site. Construction and operation of the Project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, lateral spreading, subsidence, liquefaction, or collapse. The Project would be constructed in accordance with the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, the Project would not cause or exacerbate existing conditions associated with landslides, lateral spreading, subsidence, liquefaction, or collapse, and no impact would occur.

d. Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. A significant impact would occur if the Project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to its high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors.

Soil materials encountered on the Project site during the geotechnical investigation consist of fill soils with silty sand and trace amounts of clay. Soils within the upper five feet of soil contain trace amounts of clay. In general, soils at shallow depths are anticipated to be very low to low expansive. Underlying the fill, alluvium deposits are found to generally consist of silty fine sand to sand, sandy silt and gravelly sand. Subsurface soils within the maximum explored depths of 51.5 feet are primarily sandy, mixed with variable amounts of silt and lay. The geotechnical investigation concluded that the near-surface soils would provide adequate bearing, lateral resistance, friction, and support for the Project (CTI Environmental, Inc., 2022). Additionally, the Project would be required to comply with all applicable building codes and standards, including the California Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if adequate wastewater disposal were not available to the Project site. The Project site is in an urbanized area of the City, where wastewater infrastructure is currently in place. The Project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

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

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if the Project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. Paleontological resources are fossils (e.g., preserved bones, shells, exoskeletons, and other remains) and other traces of former living things. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface.

The Project site is located in an urbanized area that has been subject to previous grading and development. No unique geologic features exist on or adjacent to the Project site. Construction of the Project would involve excavation and grading activities in areas with previously disturbed soils and is not expected to disturb native soil. However, it is possible that unanticipated paleontological resources may be encountered during ground disturbance. A Paleontological Resources Assessment was conducted for the Project by Rincon Consultants, Inc. and is included in Appendix D. The assessment includes a literature review, paleontological sensitivity assessment, fossil locality search from the Natural History Museum of Los Angeles County (NHMLA) and reporting consistent with the professional standards of the Society of Vertebrate Paleontology. A formal fossil locality search of the NHMLA discovered no fossil localities within the Project site. However, the search identified several fossil localities from areas mapped as Holocene-aged sediments less than a mile from the Project site, yielding horse (*Equus*), elephant (*Mammuthus*), bison (*Bison*), camel (*Camelops*), rodent, fish, and invertebrate fossils, from sites as little as six feet below the surface.

Ground-disturbing construction activities for the Project are anticipated to consist of grading for building pads and excavating/trenching for new utilities and storm drains. The geotechnical investigation conducted for the Project found that fill sediments underlie the Project site to depths ranging from 1.5 to 4.5 feet. Nearby NHMLA fossil localities suggest that paleontological resources may occur as shallow as six feet below the surface in areas mapped as Quaternary alluvium. If excavations were to reach six feet or more below the surface, then the Project could significantly impact paleontological resources. According to the Geotechnical Report prepared for the Project, excavations to construct the Studio Building Pads would extend a minimum of six feet below the existing grade or minimum four feet below the spread footings, whichever is deeper (CTI Environmental, Inc. 2022). Therefore, Mitigation Measure **GS-1** would be required to reduce the potential for the destruction of a unique paleontological resource. Mitigation Measure **GS-1** consists of procedural steps to take in the event of an unanticipated paleontological resource discovery during construction. With implementation of Mitigation Measure **GS-1**, impact would be less than significant.

MITIGATION MEASURES

GS-1 Qualified Professional Paleontologist. Prior to excavation, the project applicant shall retain a Qualified Professional Paleontologist, as defined by the Society of Vertebrates Paleontology's Standard Practices (SVPS) (2010). The Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources.

Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Professional Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction personnel to comply with Policy CR9 of the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District.

Paleontological Monitoring. Initial part-time monitoring (i.e., spot-checking) shall be conducted for all ground-disturbing activities that reach 6 feet or more below the surface to check for the presence of geologic units of high sensitivity (i.e., Quaternary older alluvium). If such sediments are observed at depth, then full-time monitoring shall be conducted. Paleontological monitoring shall be conducted by a paleontological monitor with experience with collection and salvage of paleontological resources and who meets the minimum standards of the SVPS (2010) for a Paleontological Resources Monitor. The Qualified Professional Paleontologist may recommend that monitoring be reduced in frequency or ceased entirely based on geologic observations. Such decisions shall be subject to review and approval by the City of Los Angeles. In the event of a fossil discovery by the paleontological monitor or construction personnel, all construction activity within 50 feet of the find shall cease, and the Qualified Professional Paleontologist shall evaluate the find. If the fossil(s) is (are) not scientifically significant, then construction activity may resume. If it is determined that the fossil(s) is (are) scientifically significant, the following shall be completed:

Fossil Salvage. The paleontological monitor shall salvage (i.e., excavate and recover) the fossil to protect it from damage/destruction. Typically, fossils can be safely salvaged quickly by a single paleontological monitor with minimal disruption to construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits. After the fossil(s) is (are) salvaged, construction activity may resume.

Fossil Preparation and Curation. Fossils shall be identified to the lowest (i.e., most-specific) possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Professional Paleontologist.

Final Paleontological Mitigation Report. Upon completion of ground-disturbing activities (or laboratory preparation and curation of fossils, if necessary), the Qualified Professional Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts. The report shall include a summary of the field and laboratory methods employed; an overview of project geology; and, if fossils were discovered, an analysis of the fossils, including physical description, taxonomic identification, and scientific significance. The report shall be submitted to the City of Los Angeles and, if fossil curation occurred, the designated scientific institution.

VIII. GREENHOUSE GAS EMISSIONS

Greenhouse gases (GHG) are those gaseous constituents of the atmosphere—both natural and human generated—that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth’s surface, the atmosphere itself, and by clouds. CEQA Guidelines Section 15064.4 does not establish a numeric threshold of significance for a project’s GHG emissions; instead, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions and, pursuant to CEQA Guidelines Section 15064.7, may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer’s Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (OPR, 2024). CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess a project’s emissions quantitatively or qualitatively.

Although Section 15064.4 does not establish a threshold of significance, the section recommends considering certain factors, among others, when determining the significance of project’s GHG emissions, including the extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs. Moreover, neither the state, SCAQMD, nor the City has adopted any numeric threshold for GHG emissions. Lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions and, pursuant to CEQA Guidelines Section 15064.7, may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer’s Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (OPR, 2024). The California Department of Natural Resources has also clarified that the effects of GHG emissions are cumulative impacts, and that they should be analyzed in the context of CEQA’s requirements for cumulative impact analyses (see CEQA Guidelines Sections 15064(h)(3) and 15064.4(b)) (California Natural Resources Agency. 2009).

Further, the Governor’s Office of Planning and Research’s (OPR) technical advisory on CEQA and climate change, the Department of Natural Resources Agency’s Final Statement of Reasons, and CEQA Guidelines Section 15064.4 provide that a qualitative analysis of project-level impacts to determine whether a project’s GHG impacts are significant can be based on a project’s consistency with previously approved plans and mitigation programs, as long as such plans have adequately analyzed and mitigated GHG emissions to a less than significant level (OPR, 2008).

Therefore, while the City has determined to quantify the Project’s GHG emissions for informational purposes, only, the quantified Project GHG emissions are not evaluated against any numeric threshold to determine their significance. Instead, consistent with CEQA Guidelines Section 15064.4(b), the City has determined to assess the significance of the Project’s GHG emissions by assessing whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. This evaluation of the Project’s consistency with such plans is the sole basis for the City’s determination of whether the Project’s GHG emissions would be cumulatively considerable.

The SCAG Connect SoCal 2020–2045 RTP/SCS (SCAG, 2020a), the CARB 2022 Climate Change Scoping Plan (CARB, 2022), and the City’s Sustainable City pLAN/L.A.’s Green New Deal are the most relevant planning documents that address strategies for reducing GHG emissions at the State, regional, and local levels, respectively (City of Los Angeles Mayor’s Office, 2019). These plans were developed to guide the advancement of climate action planning to reduce GHG emissions in accordance with the statewide targets set forth in the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. Thus, the City has determined that the Project would not have a significant effect on the environment if the Project were found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within the CARB 2022 Climate Change Scoping Plan, the mobile source-based reductions in the Connect SoCal 2020–2045 RTP/SCS, and the Sustainable City pLAN/L.A.’s Green New Deal. The Project’s consistency with these applicable regulatory plans and policies is discussed in Response to Checklist Question VIII.b below.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less Than Significant Impact.

Quantification of the Project’s GHG Emissions

The quantitative estimation of the amount of GHG emissions that would be attributable to construction and long-term operation of the Project using recommended air quality models is described below. The primary purpose of quantifying the Project’s GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate a project’s GHG emissions. Again, however, the significance of the Project’s GHG emissions is not based on the mass quantity of emissions generated but rather its consistency with applicable plans and reduction strategies, as well as per-capita vehicle miles traveled (VMT).

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. The following describes the methodology used to calculate the Project-related GHG emissions and the Project impacts.

CalEEMod is a statewide land use emissions computer model designed to provide a uniform interface for government agencies, land use planners, and environmental professionals to

quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. CalEEMod Version 2022.1.1.22 was used to calculate the GHG emissions from the Project. The CalEEMod detailed report output for the Project in the analysis year of 2027 is available in Appendix F of this IS/MND. Each source of GHG emissions is described in greater detail below.

Area Sources. Area sources include emissions from consumer products, landscape equipment and architectural coatings. The Project would comply with SCAQMD Rule 1113. SCAQMD Rule 1113 states that paints applied to the building envelope are limited to 50 grams per Liter (g/L) VOC content. No changes were made to the default area source emissions.

Energy Sources. Energy usage includes emissions from the off-site generation of electricity and the consumption of natural gas on-site. The Project will be designed to comply with LEED Gold certification, and it was estimated that the overall energy consumption would be approximately five percent lower than the 2019 Title 24 Energy Efficiency Standards that are provided as the default setting in CalEEMod. Additionally, the Los Angeles Department of Water and Power (LADWP) carbon intensity factor for delivered electricity was updated to 567 pounds of carbon dioxide equivalents per Megawatt-hour (lbs.CO_{2e}/MWh) based on the 2022 Power Content Label submitted to the California Energy Commission (CEC) (LADWP, 2022a).

Mobile Sources. Mobile sources include emissions from the additional vehicle trips and VMT generated from the Project's proposed land uses. The vehicle trips associated with the Project have been analyzed based on the Project trip generation rates as detailed in the Transportation Assessment (Appendix G), the Project would generate 2,873 weekday vehicle trips with incorporation of Transportation Demand Management (TDM) strategies, including incorporating permissible reductions to the vehicle parking supply below what is required per LAMC. The Project would provide a sufficient number of bicycle parking spaces to meet City of Los Angeles bicycle parking requirements per LAMC Section 12.21.A.16 by providing 32 short term bicycle parking spaces, long term bicycles spaces, and showers and secure lockers in Buildings A and B. Based on the data and analyses in the Transportation Assessment, the Project would not result in any significant VMT transportation impacts.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip rate, trip distance, the GHG emission factors for the mobile sources, and the Global Warming Potential (GWP) values for the GHGs emitted. The types of vehicles that would visit the Project site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Los Angeles County portion of the South Coast Air Basin as provided in EMFAC2021 and CalEEMod.

Waste. Within CalEEMod, GHG emissions attributed to solid waste include the emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. According to the City of Los Angeles Zero Waste Progress Report, the City achieved a landfill diversion rate of approximately 76 percent by year 2012

(LASAN, 2013). AB 341 requires that 75 percent of waste be diverted from landfills by 2020. No changes were made to the default waste parameters.

Water/Wastewater. Water includes the water that would be used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy required to supply, treat, and distribute water and wastewater. Strategies to reduce water usage and wastewater generation on the Project site (low-flow appliances and water-efficient landscape irrigation) are shown in the mitigated CalEEMod output values provided in Appendix F. No other changes were made to the default water usage parameters.

Construction

The construction-related GHG emissions were also included in the analysis and were then amortized based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009 (SCAQMD, 2009). The construction-related GHG emissions were calculated using CalEEMod and information provided by the Applicant outlining the forecasted construction schedule and off-road equipment and on-road vehicle inventories required to construct the Project. Detailed construction inputs can be found in the CalEEMod detailed report included in Appendix F.

Estimated Project GHG Emissions. The GHG emissions have been calculated based on the methodology and parameters described above and in greater detail in Appendix F. A summary of the results is shown below in **Table 4-5, Estimated Annual Greenhouse Gas Emissions.** Construction of the Project would generate a total of 3,347 metric tons of carbon dioxide equivalents (MTCO_{2e}), which would equate to 112 MTCO_{2e} annually over a 30-year operational period. When combined with the operating emissions, the Project would generate 4,733 MTCO_{2e} of GHG emissions annually in the operational year of 2027. This value represents the maximum annual emissions that would be produced by Project operations, as emissions from electricity consumption and mobile vehicle sources would gradually decrease as the proportion of electricity derived from renewable resources increases and turnover of the regional vehicle fleet adding more fuel efficient and alternatively fueled vehicles occurs, respectively.

TABLE 4-5: ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS

| Emissions Source | Source Type | Annual Greenhouse Gas Emissions (Metric Tons of Carbon Dioxide Equivalents) |
|---|--------------------|--|
| Construction Emissions Amortized ^{/a/} | Direct | 111.6 |
| Area Source Emissions | Direct | 7.2 |
| Energy Source Emissions | Indirect | 1,336.7 |
| Mobile Source Emissions | Direct | 2,542.5 |
| Waste Disposal Emissions | Indirect | 117.5 |
| Water Conveyance Emissions | Indirect | 161.8 |
| Refrigerants | Direct | 5.5 |
| Off-Road Equipment | Direct | 450.3 |
| TOTAL | | 4,733.0 |

^{/a/} Based on SCAQMD guidance, the summary of the emissions includes construction emissions amortized over a 30-year span.
SOURCE: TAHA, 2024.

As discussed more thoroughly in the Section XVII, Transportation, the Transportation Assessment determined that the forecasted per-capita VMT for the Project would be 10.4 VMT per employee, which is approximately 10 percent lower than the LADOT screening threshold for South Los Angeles of 11.6 VMT per employee. Based on the analyses and Project elements discussed above, the Project would result in a less than significant impact related to the magnitude of GHG emissions.

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

Less Than Significant Impact. As stated above, the City has determined to assess the significance of the Project's GHG emissions based on its consistency with statewide, regional, and local plans and policies adopted for the purpose of reducing and/or mitigating GHG emissions as the sole basis for determining whether the Project's GHG emissions would be cumulatively considerable. Applicable plans adopted for the purpose of reducing GHG emissions include the CARB 2022 Scoping Plan, the *Connect SoCal 2020–2045 RTP/SCS*, and the City of Los Angeles Sustainable City pLAn/Green New Deal, as discussed below.

CARB's Climate Change Scoping Plan

The Scoping Plan includes a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce Project-related GHG emissions.

Generally Applicable Regulations

The following applicable mandatory reduction actions/strategies would serve to reduce Project GHG emissions:

- **Renewable Portfolio Standard (RPS) and Senate Bill (SB) 2X:** The California RPS program (Updated under Senate Bill (SB) 2X) requires both public and investor-owned utilities in California to receive at least 33 percent of their electricity from renewable sources by the year 2020. SB 350 further requires 50 percent renewables by 2030. In 2022, LADWP indicated that 35 percent of its electricity came from eligible renewable resources when combined with the in-basin renewable energy generation sources (LADWP, 2022b). Under SB 100, LADWP is required to generate electricity that would increase renewable energy resources 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. The Project complies with these interim renewable energy targets because it would rely entirely on power provided by LADWP, and would not interfere with LADWP's initiatives to expand its renewable energy portfolio. LADWP achieved and exceeded the GHG emission reduction target set by SB 32 to reduce GHG emissions to 40 percent below 1990 levels by 2030 in 2016, 14 years ahead of schedule. Given LADWP's demonstrated progress towards meeting and exceeding the established targets, as well as potential penalties for non-compliance, it is reasonably assumed that LADWP will comply.

- SB 350: As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. The Project would further support this action/strategy because it includes energy-efficient light-emitting diode (LED) lighting as well as Energy Star-labeled appliances for the Project.
- Cap-and-Trade Program: The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, this regulatory program applies to electric service providers and not directly to the Project. That being said, while not quantified in this analysis, the Project would benefit from this regulatory program in that the GHG emissions associated with the Project's electricity usage per year presented in Section VI, Energy, would indirectly be covered by the Cap-and-Trade Program.
- Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, which establishes an emissions control program for model years 2017 through 2025 and increases the number of zero emission vehicles manufactured in the 2018 through 2025 model years (CARB, 2024a). Standards under the Advanced Clean Cars Program apply to all passenger vehicles and light duty trucks within California and indirectly used by employees and deliveries to the Project. Since the CalEEMod model default fleet mix for the South Coast Air Basin does not yet account for this regulation, the Project's mobile source GHG emissions provided in **Table 4-5** above are conservative because they could not be adjusted to include this additional 34-percent reduction, even though the Project's emissions would be reduced as a result of this Program. The Project would further support this regulation since the Applicant would provide 75 parking spaces with electric vehicle (EV) charging stations.
- Low Carbon Fuel Standard (LCFS): The current LCFS requires a reduction of at least 8.75 percent in the carbon intensity (CI) of California's transportation fuels by 2021 (CARB, 2024b). The LCFS was amended in September 2018 to target a 20 percent reduction in CI from a 2010 baseline by 2030. The Project's emissions inventory conservatively does not take credit for additional GHG reductions due to the more recent LCFS requirements, but this additional 10-percent reduction in CI would indirectly reduce the Project's mobile source emissions.
- California Integrated Waste Management Act of 1989: The regulation requires each jurisdiction's source reduction and recycling element to include a diversion of 50 percent of all solid waste by 2000 (CLI, 2023). AB 341 (2011) amended the regulation to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter (CLI, 2023). The Project would comply with these percentage recycling requirements inasmuch as the Project is served by the City of Los Angeles, which currently achieves a diversion rate of at least 76 percent (LASAN, 2013). The Applicant must also only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341 (CalRecycle, 2024a). In addition, the Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and

other recyclable material. Consistent with CALGreen requirements, the Project would recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris, and the Applicant would prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials would be sorted on-site or comingled (CalRecycle, 2024b).

Applicable Scoping Plan Measures

Further evaluation of specific applicable policies and measures in the Scoping Plan is provided below. As shown below, the Project would not conflict with the policies included in the Scoping Plan.

- CCR, Title 24, Building Standards Code: The 2022 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The Project would not conflict with these regulatory requirements as the Project must comply with applicable provisions of the 2020 LAGBC that in turn require compliance with mandatory standards included in the California Green Building Standards such as automatic lighting controls, electric vehicle charging requirements and reduced flow rate of plumbing fixtures to conserve water (CBSC, 2023).⁹ The Project would further support this regulation since the Project would incorporate energy- efficient LED lighting throughout the Project, reducing overall energy usage compared to baseline conditions. In addition, lighting and energy usage for new structures would comply with 2022 Title 24 standards.
- SB 375: SB 375 requires integration of planning processes for transportation, land- use and housing. Under SB 375, each Metropolitan Planning Organization (MPO) would be required to adopt an SCS to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. The Project represents an infill development on a site located within an existing urbanized area that would introduce new employment within both a TPA and an NMA, consistent with the overall growth pattern encouraged in the RTP/SCS (SCAG, 2020b). As a general principle, SCAG acknowledges that being in multiple PDAs indicates a greater alignment with *Connect SoCal* policies and goals. The Project site is also well served by public transportation and the Project provides the required short- and long- term bicycle parking spaces in compliance with the requirements of the LAMC. These and other Project characteristics would further promote a reduction in VMT and subsequent reduction in GHG emissions. Therefore, the Project would be consistent with SB 375 and the reduction in passenger vehicle GHG emissions provided in the 2020–2045 RTP/SCS.
- SB X7-7: The Water Conservation Act of 2009 set an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state was required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This senate bill was an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy and the associated emissions necessary to convey, treat, and distribute the

⁹ Los Angeles Municipal Code (LAMC), Chapter IX, Article 9.

water; it also reduces emissions from wastewater treatment. The Project would comply with the LAGBC, which requires a 20 percent reduction in water usage.¹⁰

As shown above, the Project would be consistent with the applicable measures established in the Scoping Plan.

SCAG *Connect SoCal* RTP/SCS

The purpose of SB 375 is to implement the state's GHG emissions reduction goals by integrating land use planning with the goal of reducing car and light-duty truck travel. Reflecting that purpose, the primary goal of the *Connect SoCal* RTP/SCS is to provide a framework for future growth that will decrease per capita GHG emissions from cars and light-duty trucks based on land use planning and transportation options. To accomplish this goal, the *Connect SoCal* RTP/SCS identifies various strategies to reduce per capita VMT. The *Connect SoCal* RTP/SCS is expected to help SCAG reach its GHG reduction goals, as identified by CARB, with reductions in per capita passenger vehicle GHG emissions for specified target years.

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB—a reduction of at least 19 percent in light duty vehicle per capita GHG emissions relative to 2005 levels by 2035—the *Connect SoCal* RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the *Connect SoCal* RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Project, strategies and policies set forth in the *Connect SoCal* RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency. These strategies and policies are addressed below. Also, as explained immediately below, the Project is consistent with applicable growth forecasts.

Consistency with the Integrated Growth Forecast

The *Connect SoCal* RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. As discussed in Response to Checklist Question XIV.A, Population and Housing, below, the 889 employees generated by the Project is consistent with the regional growth projections for the Los Angeles Subregion. Additionally, the Project would increase job density on a site that is located in both a TPA and NMA, signifying that future employees and patrons would have several options to access the proposed land uses via public transportation. The Project would satisfy the objectives of the *Connect SoCal* plan to concentrate new growth in areas that would decrease reliance on single-occupancy vehicles.

¹⁰ Los Angeles Municipal Code (LAMC), Section 99.04.303.

Consistency with VMT Reduction Strategies and Policies

The Project is designed and would be constructed to incorporate features to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that is well served by public transportation and located adjacent to several Metro bus stops. As discussed in Response to Checklist XVII.A, Transportation, below, the Project is estimated to generate lower VMT per employee for employees than the average for the area. Additionally, the Project incorporates several TDM measures (e.g., provide required short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC) to reduce the number of single occupancy vehicle trips to the Project site. Trip generation and VMT were calculated using the LADOT VMT Calculator which accounts for project features such as increased density and proximity to transit. As shown in Appendix F, incorporation of reduction features applicable to the Project results in reduction in overall VMT and resultant GHG emissions, which is consistent with the GHG reduction strategies provided in the *Connect SoCal* RTP/SCS. The Project would also be consistent with the following key GHG reduction strategies in the 2020–2045 RTP/SCS, which are based on changing the region’s land use and travel patterns (SCAG, 2020c):

- New housing and job growth focused in proximity to transit;
- Limit total acreage of greenfield or otherwise rural land uses converted to urban use; and,
- Reduce VMT per capita.

As discussed above, the Project represents an infill development within an existing urbanized area that would introduce new employment, in an area that is well served by public transportation. Furthermore, the Project VMT per capita would be well below the APC average designated for the Project area. The Project would also provide required short- and long-term bicycle parking spaces in compliance with the requirements of the LAMC. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of the 2020–2045 RTP/SCS.

Increase Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2020–2045 RTP/SCS, with regard to individual development projects such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. The 2020–2045 RTP/SCS policy initiative focuses on providing charge port infrastructure and accelerating fleet conversion to electric or other near zero-emission technologies. Implementation of the Project would not interfere with the market penetration of alternatively fueled vehicles, and would provide 22 parking spaces equipped with electric vehicles charging stations.

Energy Efficiency Strategies and Policies

The third important goal within the 2020–2045 RTP/SCS for individual developments, such as the Project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2020–2045 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. As discussed above, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the LAGBC and CALGreen Code. These standards would reduce energy and water usage and waste and, thereby, reduce associated GHG emissions and help minimize

the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but not limited to; high-performance glazing as well as enhanced façade, roof and deck insulation values. The air conditioning system would be comprised of highly efficient Variable Refrigerant Flow (VRF) systems allowing for minimal electrical consumption, particularly when the building is lightly occupied. The building systems would increase the filtration of outside air being delivered to the occupied areas, and operable windows and large expanses of sliding glass doors would improve the natural ventilation whenever weather conditions permit. The glazing features would also promote daylighting and access to quality views, both of which are essential for occupant wellness and productivity.

Indoor water usage would be minimized via the use of low-flow plumbing fixtures installed throughout the Project. The irrigation system would be designed to meet or exceed the state Model Water Efficient Landscape Ordinance (MWELO) (DWR, 2024b). The irrigation system would utilize a dedicated landscape water meter and automatic weather-based controllers with electronically operated control valves and seasonal irrigation schedules. All areas would include high efficiency irrigation emitters, including micro spray and drip irrigation.

Land Use Assumptions

At the regional level, the 2020–2045 RTP/SCS is a plan adopted for the purpose of reducing GHGs. In order to assess the Project’s consistency with the 2020–2045 RTP/SCS, this IS/MND also analyzes the Project’s land use characteristics for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2020–2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. As discussed in Response to Checklist Question XI.B, Land Use and Planning, below, the Project is consistent with the land use goals and principles set forth in the 2020–2045 RTP/SCS that pertain to GHG emissions.

The Project site is located within an HQTAs as designated by the 2016 RTP/SCS. As discussed previously, the Project site is an urban center location close to jobs, off-site housing, shopping and entertainment uses and in close proximity to public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. The 2020-2045 RTP/SCS projects that these urban center/infill areas, while comprising only four percent of land area in the region make up 58.2 percent of household growth and 45.2 percent of job growth.

Further, the vertical integration of land uses on the Project Site would produce substantial reductions in auto mode share to and from the Project Site that would help the region accommodate growth and promote public transit ridership that would minimize GHG emission increases and reduce per capita emissions consistent with the 2020–2045 RTP/SCS, shown in the Transportation Assessment. Additionally, the inclusion of electric vehicle charging infrastructure (per LAGBC) will support the penetration of electric zero-emission vehicles into the vehicle fleet.

Additionally, the Project would be located on an infill site in an area well-served by public transit. Specifically, there is a Metro 102 bus stop on Stocker Street in front of the southern boundary of the Project site (Stocker Street/Don Felipe Drive) for westbound travel, and across the street to the south for eastbound travel. There is also a Crenshaw Clockwise DASH north-south stop at the eastern corner of the Project site at Santa Rosalia Drive/Stocker Street. The Project would

also include bicycle facilities and would create a pedestrian-friendly environment by providing landscaped walkways. The Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of the Project within this established community would promote a variety of travel choices and would create new employment and housing opportunities in the area. The Project would not conflict with RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation.

As demonstrated above, the Project would be consistent with the applicable goals, including those pertaining to reductions in GHG emissions, in the 2020–2045 RTP/SCS. The Project is the type of land use development that is encouraged by the 2020–2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state’s long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state regulatory requirements.

Sustainable City pLAN/L.A.’s Green New Deal

On April 8, 2015, Los Angeles released the Sustainable City pLAN, which covers a multitude of environmental, social, and economic sustainability issues related to GHG emission reduction either specifically or by association. Applicable goals include increasing the green building standard for new construction, creating a benchmarking policy for building energy use, developing “blue, green, and black” waste bin infrastructure, reducing water use by 20 percent, and possibly requiring LEED Silver or better certification for new construction. While not a plan adopted solely to reduce GHG emissions or directly applicable to private development projects, within L.A.’s Green New Deal (Sustainable City pLAN, 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals.

The 2019 pLAN, L.A.’s New Green Deal, was the first four-year update to the Sustainable City pLAN. It augments, expands, and elaborates in more detail the City’s vision for a sustainable future, and it addresses the climate emergency with accelerated targets and new aggressive goals. The Project would contribute toward the attainment of the aspirations and goals by:

- Obtaining power from a utility provider that supplies 55 percent renewable energy by 2025.
- Including components that will reduce building energy use per square foot 22 percent by 2025.
- Reducing VMT per capita by at least 13 percent by 2025.
- Ensuring 57 percent of new housing units are built within 1,500 feet of transit.

Through the Green New Deal, the City would reduce an additional 30 percent in GHG emissions above and beyond the 2015 pLAN and ensure that the City stays within its carbon budget between 2020 and 2050. The Project would use energy from the LADWP, which currently provides approximately 35 percent of electricity via renewable sources and has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. Therefore, by the time the Project is operational in 2027, it is reasonable to assume that LADWP’s delivered power mix will

be comprised of at least 50 percent renewably-derived electricity. The Project would be designed and constructed to meet LAGBC standards, where applicable, by including several measures designed to reduce energy consumption. The Project would include Energy Star® appliances where applicable and would be a modern development with energy efficient heaters and air conditioning systems. As such, the Project would be consistent with the goals and initiatives in the Sustainable City pLAN/L.A.'s Green New Deal.

A discussion of the Project's consistency with the Sustainable City pLAN/Green New Deal targets is provided below in **Table 4-6, Project Consistency with the Sustainable City pLAN.**

| TABLE 4-6: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN | |
|--|--|
| Targets/Goals | Project Consistency |
| <p>Local Water. Achieve a 20 percent reduction in water use per capita by 2017; 22.5 percent reduction by 2025; and 25 percent reduction by 2035.</p> | <p>No Conflict. The Project would be consistent with the LAMC to reduce water consumption by 20 percent. The Project is required to follow CALGreen Standards which mandates a 20 percent reduction in indoor water use. Therefore, the Project would also be consistent with the LA Sustainable City pLAN/Green New Deal.</p> |
| <p>Solar Power. Increase cumulative total megawatts of local solar photovoltaic power to between 900-1,500 megawatts by 2025 and 1,500 to 1,800 megawatts by 2035 as well as increasing the cumulative total megawatts of energy storage capacity to at least 1,654 to 1,750 megawatts by 2025.</p> | <p>No Conflict. The Project design would comply with the LAGBC and CALGreen Code—as well as qualifying for LEED Gold certification or equivalent—ensuring that applicable energy efficiency standards are met and/or exceeded. The Project would feature an air-tight and insulated building envelope for all structures, Low-E windows, Energy Star appliances, and LED lighting. Implementation of the Project would not interfere with City or LADWP programs involving the development of additional solar energy installations. Therefore, the Project would also be consistent with the LA Sustainable City pLAN/Green New Deal.</p> |
| <p>Energy Efficient Buildings. Reduce energy use per square foot below 2013 baseline levels for all building types by at least 14 percent by 2025 and 30 percent by 2035, and use energy efficiency to deliver 15 percent of all of the City's projected electricity needs by 2020.</p> | <p>No Conflict. The Project design would comply with the LAGBC and CALGreen Code, ensuring that it would meet energy efficiency requirements. The Project would feature an air-tight and insulated building envelope for all structures, Low-E windows, Energy Star appliances, and LED lighting. Implementation of the Project would not interfere with City or LADWP programs involving the development of additional solar energy installations. Therefore, the Project would also be consistent with the LA Sustainable City pLAN/Green New Deal.</p> |
| <p>Carbon and Climate Leadership. Reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. Improve GHG efficiency of the City from 2009 levels by 55 percent by 2025 and 75 percent by 2035.</p> | <p>No Conflict. The Project would be designed to incorporate energy and water efficient design that meet or exceed the 2022 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures. The Project would employ measures which comply with Code measures that will assist in the reduction of Project-related GHG emissions. Some of these measures include enhanced energy-efficiency via high-performance glazing as well as enhanced façade, roof and deck insulation values. The air conditioning system would be comprised of highly efficient Variable Refrigerant Flow (VRF) systems allowing for minimal electrical consumption, particularly when the building is lightly occupied. The building systems would increase the filtration of outside air being delivered to the occupied areas, and operable windows and large</p> |

TABLE 4-6: PROJECT CONSISTENCY WITH THE SUSTAINABLE CITY PLAN

| Targets/Goals | Project Consistency |
|--|---|
| | <p>expanses of sliding glass doors would improve the natural ventilation whenever weather conditions permit. The glazing features would also promote daylighting and access to quality views, both of which are essential for occupant wellness and productivity. Indoor water usage would be minimized via the use of ultra-low flow plumbing fixtures installed throughout the Project. The irrigation system would be designed to meet or exceed the state MWELo. The irrigation system would utilize a dedicated landscape water meter and automatic weather-based controllers with electronically operated control valves and seasonal irrigation schedules. All areas would include high efficiency irrigation emitters, including micro spray and drip irrigation. Bubblers may be used for trees or shrubs where drip irrigation is not feasible. Irrigation valves would be located in inconspicuous areas, and would be parallel to adjacent structures and paving, with quick coupling valves spaced a minimum 100 feet on center.</p> |
| <p>Waste and Landfills. Increase landfill diversion rates to at least 90 percent by 2025 and 95 percent by 2035, as well as increasing proportion of waste products and recyclable commodities productively reused and repurposed within the County of Los Angeles to at least 25 percent by 2025 and 50 percent by 2035.</p> | <p>No Conflict. The Project would be required to implement recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341). The Project would be served by a solid waste collection and recycling service that may include mixed-waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site. Therefore, the Project would also be consistent with the LA Sustainable City pLAn/Green New Deal.</p> |
| <p>Housing and Development. Increase cumulative new housing unit construction to 100,000 by 2021, 150,000 by 2025, and 275,000 by 2035. Ensure proportion of new housing units built within 1,500 feet of transit is at least 57 percent by 2025 and 65 percent by 2035.</p> | <p>No Conflict. The project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, which would reduce vehicle miles traveled for the office space.</p> |
| <p>Mobility and Transit. Reduce daily VMT per capita by at least 5 percent by 2025 and 10 percent by 2035. Increase the percentage of all trips made by walking, biking, or transit to at least 35 percent by 2025 and 50 percent by 2035.</p> | <p>No Conflict. The Project is an urban center/infill development located in close proximity to transit. The Project's development on a site in an infill location would promote the concentration of development in an urban location with extensive infrastructure and access to diverse uses and public transit facilities, which would promote multi-modal travel and reduce vehicle miles traveled for the office and retail spaces.</p> |
| <p>Air Quality. Increase the percentage of electric and zero emissions vehicles in the city to 10 percent by 2025 and 25 percent by 2035 as well as increasing the percentage of port-related goods movement trips that use zero-emissions technology to at least 15 percent in 2025 and 25 percent in 2035.</p> | <p>No Conflict. The Project will comply with applicable LAGBC provisions pertaining to building code requirements for charging station prewiring and installation of charging stations at workplaces. Therefore, the Project would also be consistent with the Sustainable City pLAn/Green New Deal.</p> |
| <p>SOURCE: City of Los Angeles, 2019; TAHA, 2024</p> | |

The analysis above describes the consistency of the Project with the City's *Sustainable City pLAN*. As discussed in **Table 4-6**, generally the Project's consistency with the plans and policies is shown through a combination of regulatory compliance (green building code etc.) as well as Project-specific characteristics (water conservation, energy conservation, and other features consistent with these plans). Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

As discussed above, the Project would comply with the LAGBC and CALGreen Code which would ensure energy efficiency and installation of water conserving fixtures. Moreover, the Project site would utilize electricity and water from LADWP, which is actively increasing its use of renewable sources. The Project would locate a production studio and creative office campus close to transit opportunities. The Project site is located in an area well-served by public transit. The Project would provide long-term and short-term bicycle parking spaces and lockers for employees of the commercial, retail, and studio spaces. The Project would create a pedestrian-friendly environment by providing landscaped walkways along all street frontages. The Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Therefore, the Project would be consistent with the goals of the LA Green New Deal/Sustainable City pLAN.

Conclusion

As demonstrated above, the Project would be consistent with the 2022 Scoping Plan, the 2020–2045 RTP/SCS, and the *Sustainable City pLAN/L.A.'s Green New Deal*. Thus, the Project would be consistent with these applicable regulatory plans and policies intended to reduce GHG emissions. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Project also would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not be cumulatively considerable or result in a significant impact on the environment. Project-specific impacts with respect to GHG emissions would be less than significant, and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less Than Significant Impact. A significant impact would occur if the Project would create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it would create a significant hazard through the accidental release of hazardous materials into the environment. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, transmission fluids, solvents, cleaning supplies and paints. Operations of the Project would involve the use and storage of hazardous substances typical of movie production studios and commercial uses, such as chemicals used in film development, incendiary chemicals used in pyrotechnic film effects

(e.g., explosives); custodial products (e.g., cleaning supplies, solvents, paints); and landscaping supplies (e.g., pesticides). The use, transport, and disposal of hazardous substances during construction and operations would comply with all applicable standards and regulations, including the Medical Waste Management Act (California Health and Safety Code Sections 117600-118360). The Project does not involve any uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through the transport, use, or disposal of hazardous materials. All hazardous materials during construction and operational activities would be handled in compliance with applicable standards and regulations. As the Project would comply with all applicable standards and regulations related to hazardous materials during construction and operational activities, the Project would not create a significant hazard to the public or the environment through the transport, use, disposal, and accidental release of hazardous materials. Therefore, impacts related to the creation of hazards to the public or the environment would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project would 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. As discussed in Response to Checklist Question IX(a) construction and operations of the Project would involve the use and transport of potentially hazardous materials. However, the use, transport, and disposal of hazardous substances during construction and operations of the Project would comply with all applicable standards and regulations. The Project does not involve any uses or activities that would result in the accidental release of unregulated hazardous materials and/or substances into the environment. All hazardous materials during construction and operational activities would be handled in compliance with applicable standards and regulations. Therefore, impacts related to the accidental release of hazardous materials into the environment would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. The Marlton School for the Deaf, Escuela Plus Elementary, and Stella Elementary Charter Academy are located within one-quarter mile of the project site. As discussed in Response to Checklist Question IX(a-b), construction of the Project would involve the temporary use of potentially hazardous materials (including vehicle fuels, oils, and transmission fluids), and operations of the Project would involve the use of hazardous materials (such as chemicals used in film production and development, custodial products, and landscaping supplies). The Project would comply with all applicable standards and regulations related to the transport, use, and disposal of hazardous materials during construction and operational activities. Therefore, a less-than-significant impact would occur.

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

No Impact. A significant impact would occur if a Project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reasons for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. The Project site is not on the EnviroStor database or the Geotracker database (DTSC, 2024a), (DTSC, 2024b). Therefore, no impact would occur.

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

No Impact. A significant impact would occur if a Project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport to the Project site is LAX, located approximately five miles to the southwest of the Project site. Therefore, the Project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact would occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The Emergency Operations Plan (EOP) is the City's adopted emergency response plan. It addresses the City's planned response to small- and large-scale emergency situations associated with man-made and natural disasters. The EOP addresses multi-hazard issues, as well as activities from earthquakes, earth movements, flooding, wildfires, and adverse weather.

Martin Luther King Jr. Boulevard is a disaster route located approximately 0.2 mile to the north of the Project site (LACDPW, 2024). Construction and operations of the Project would not interfere with the use of this roadway as a disaster route. Although construction of the Project may involve temporary lane closures, roadways would remain accessible to vehicular traffic and emergency vehicles would still be able to travel along this roadway. Access to all surrounding properties would be maintained. Any construction activities occurring within the public right-of-way, such as construction of sidewalks and driveway approaches, and construction activities that would obstruct portions of the streets are required to obtain an engineering permit from the City. As part of the engineering permit, light barricades, delineators, and traffic control personnel would be required if construction activities were to occur within the public right-of-way. Construction and operational activities would not require temporary or permanent closure of any streets, including

designated disaster routes near the Project site. Additionally, the Project would be reviewed by the Los Angeles Fire Department (LAFD) to ensure that the Project would not interfere with the City's EOP or evacuation routes.

The Project would be designed to accommodate emergency vehicles access on the project site. The proposed driveway and service road within the project site would be designed to meet the minimum width and turning dimension requirements of the LAFD. Vehicles, including emergency response vehicles, would be able to access the Project site via Stocker Street. Therefore, the Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a less-than-significant impact would occur.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. A significant impact would occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could expose persons or structures, either directly or indirectly, in the area in the event of a fire. The Project site is located in an urbanized area and is surrounded primarily by residential and commercial uses. The Project site lies at the northeast foot of Baldwin Hills, an area identified as a very high fire hazard severity zone (VHFHSZ) by the LAFD (DCP, 2024). While the project site itself is not located within a VHFHSZ, properties identified as being within a VHFHSZ are located directly across Don Felipe Drive from the Project site. The large, undeveloped areas and/or steep slopes of Baldwin Hills southwest of the Project site may pose wildfire hazards. In the event of a fire in Baldwin Hills, employees and visitors to the Project site would evacuate via the driveway along Stocker Street and proceed north towards Martin Luther King Jr. Boulevard, which is identified as a disaster route. The Project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, a less-than-significant impact would occur.

X. HYDROLOGY AND WATER QUALITY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Result in substantial erosion or siltation on- or off-site; | | | | |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | | | | |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | | | | |
| iv. Impede or redirect flood flows? | | | | |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A significant impact would occur if the Project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. Construction of the Project would require site clearing, grading, and building construction activities. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff in into local storm drains, which drain into water resources. However, the Project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge. The Project applicant and construction contractors would be required to comply with the NPDES permit program, which was created by the Clean Water Act to address water pollution from point sources (e.g., pipes, channels, and tunnels) that discharge pollutants to the waters of the United States. The NPDES Construction General Permit is issued by the State Water Resource Control Board and enforced by the City. Construction activities subject to this permit include clearing, grading, excavation, stockpiling, and other ground disturbances. During the plan review process, the City's Bureau of Engineering would review the development plans for the Project to make sure that the Project complies with the City's stormwater requirements. The Project applicant and construction contractors would be required to implement BMPs that are required by the City's Bureau of Engineering as part of the NPDES permit, including sediment control and erosion control. The Project would also be required to comply with applicable regulations in Chapter 6, Article 4.4 (Stormwater and Urban Runoff Pollution Control) Article II (Stormwater and Urban Run-Off Pollution Control). LAMC Chapter 6, Article 4.4 requires applicants for development projects to develop a low impact development (LID) plan which includes low impact development structural and non-structural BMPs, source control BMPs, and structural and non-structural BMPs. LID is a stormwater management strategy that emphasizes conservation and the use of existing natural site features integrated with stormwater controls to most closely mimic natural hydrologic patterns in residential, commercial, and industrial settings. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs would prevent runoff contact with pollutant materials that would otherwise be discharged into the municipal storm drains. Compliance with the NPDES Construction General Permit and applicable regulations in the LAMC would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The Project would not violate any water quality standards or waste discharge requirements during construction. Therefore, as the Project would be required to comply with all applicable water quality standards and waste discharge requirements during construction and operations of the Project, impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project included deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. As discussed in Response to Checklist Question VII, the geotechnical investigation conducted for the Project site did not encounter groundwater within the maximum explored depth of 51.5 feet, there are no groundwater wells in the general vicinity of the Project site, and the Project site is not currently used for groundwater recharge activities. Groundwater levels across

the Project site is considered to be deeper than 50 feet below grade, and thus groundwater is not considered a constraint for design and construction of the Project (CTI Environmental Inc., 2022). Furthermore, the Project would not install any groundwater wells and would not otherwise directly or indirectly withdraw any groundwater during construction or operations of the Project. The Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. As discussed in Response to Checklist Question XIX(a) below, domestic water service to the Project site would be provided by LADWP, which would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for the project site through 2045. The Project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge. Therefore, a less-than-significant impact would occur.

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

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

Less Than Significant Impact. A significant impact would occur if the Project would substantially alter the existing drainage pattern of the Project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The Project site is located in an urbanized area of the City. The topography of the project site is generally flat within the western portion, followed by gently down sloping gradient towards the northeast direction for the remainder of the site, a range of 38 feet above mean sea level between the northwest and northeast corners. Existing surface water drainage from the Project site generally flows southeast towards Stocker Street and east towards Santa Rosalia Drive. Surface runoff from the Project site is currently collected by existing storm drains on Stocker Street and landscaping located along Stocker Street and Santa Rosalia Drive. The Project site is predominantly covered with impervious surfaces, and the Project would have a similar amount of impervious surfaces on the project site as existing conditions. Runoff leaving the Project site would not substantially increase compared to existing conditions.

During construction, on-site soils would temporarily be exposed to surface water runoff; however, the Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion, including LAMC Chapter 9, Article 1, Division 70 regarding drainage and grading. The City requires that the Project applicant prepare an erosion control plan and that the construction contractor implement erosion control measures during ground disturbing activities. Therefore, the Project would not substantially alter the existing drainage pattern of the project site in a manner that would result in substantial erosion or siltation, and less-than-significant impacts would occur.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. A significant impact would occur if the Project would substantially alter the existing drainage pattern of the Project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff and would result in flooding on- or off-site. The Project site is located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the project site is currently collected by existing storm drains on

Stocker Street and landscaping located along Stocker Street and Santa Rosalia Drive and off-site on Stocker Street.

As discussed in Response to Checklist Question X(c.i), the Project would have similar amount of impervious surfaces on the project site as existing conditions. Stormwater runoff would continue to be collected by the existing storm drains on Stocker Street. The Project would not increase the amount of impervious surfaces on the Project site; therefore, stormwater runoff would not increase in a manner that would result in flooding on- or off-site, and a less-than-significant impact would occur.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. A significant impact would occur if the Project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As discussed in Response to Checklist Question X(a), the Project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge, including Chapter 9, Article 1, Division 70 of the LAMC regarding drainage and grading. Construction contractors are required to comply with NPDES requirements prior to the issuance of a demolition, grading, and building permit, which include sediment control and erosion control. The applicant would be required to develop a LID plan with BMPs to limit the amount of polluted runoff that enter the stormwater drainage system. Compliance with applicable regulations would ensure that during construction, impacts related to creating or contributing to runoff that would exceed the capacity of the City's existing storm drain system or provide additional sources of polluted runoff would be less than significant.

Operation of the Project would not increase stormwater runoff in a manner that would exceed the capacity of the existing stormwater drainage system within the public rights-of-way or provide substantial additional sources of polluted runoff. The Project would have a similar amount of impervious surfaces on the project site as existing conditions. Runoff leaving the project site would not substantially increase compared to existing conditions. As with existing site conditions, stormwater runoff would be conveyed to the existing storm drains along Stocker Street. Therefore, less-than-significant impacts would occur.

iv. Impede or redirect flood flows?

No Impact. A significant impact would occur if the Project would substantially alter the drainage pattern in a manner that would impede or redirect flood flows. The Project site is designated as Zone X (Area of Minimal Flood Hazard) by the Federal Emergency Management Agency (FEMA). As noted above, the Project would have a similar amount of impervious surfaces on the Project site as existing conditions. Runoff leaving the Project site would not substantially increase compared to existing conditions. As with existing site conditions, stormwater runoff would be conveyed to the existing storm drains on Stocker Street. Therefore, the Project would not alter the Project site's drainage patterns in a manner that would impede or redirect flood flows, and no impact would occur.

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

No Impact. A significant impact would occur if the Project is in a flood hazard, tsunami, or seiche zone and would risk the release of pollutants due to Project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The Project site is not located near a body of water that is large enough to create a seiche during a seismic event. The Project site is located approximately 7.2 miles northeast from the Pacific Ocean and is not within a coastal zone or tsunami inundation area. As discussed in Response to Checklist Question X(c.iv), the Project site is located in an area of minimal flood hazard. According to the California department of Water Resources, Division of Safety of Dams, the project site is not located in an area subject to potential inundation in the event of dam failure (DWR, 2024a). The Project does not involve uses or activities that would exacerbate risks from floods, tsunamis, seiche zones, or project inundation. Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact would occur if the Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project site is located in the Ballona Creek watershed, an approximately 130 square mile area regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). Water quality standards for the Los Angeles region, including the Ballona Creek watershed, are set forth in the *Water Quality Control Plan: Los Angeles Region Basin Plan* (Basin Plan), which was last updated in 2014. The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles region. Under Section 303(d) of the Clean Water Act, the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. In order to meet the water quality objectives established in the Basin Plan, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed in Response to Checklist Question X(a), the Project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the Project would be consistent with the Basin Plan.

The City is underlain by the Coastal Plain of Los Angeles (Central) Groundwater Basin and approximately 12 percent of the City's potable water is from groundwater. The Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or alternatives GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. The LADWP Urban Water Management Plan (UWMP), last updated in 2020, serves as the City's master plan for reliable water supply and resources management. The LADWP's 2020 UWMP meets the current requirements of the Clean Water Act and anticipates meeting all water supply demands under all hydrologic scenarios (LADWP, 2020).

The Project would not conflict with or obstruct implementation of the Basin Plan. Therefore, impacts related to water quality control plans or sustainable groundwater management plans would be less than significant.

XI. LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Physically divide an established community?

Less Than Significant Impact. A significant impact would occur if the Project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The Project site is a large campus that has functioned as a cohesive medical campus since the 1950s. The Project site would change to a cohesive motion picture studio campus. The site is located within an urbanized area of the City surrounded primarily by residential and commercial uses. The Project does not include any elements that would physically divide or block access to or through the community, and no separation of uses or disruption of access between land use types would occur as a result of the Project.

The Project site and its surrounding uses are served by existing roadways, and implementation of the Project would not result in any street closures. Vehicular access for visitors and tenants of the Project site would be provided via Stocker Street and via the fire road connecting Don Felipe Drive and Santa Rosalia Drive. The fire road is wholly located within the Project site and would not divide the surrounding community. Access to the existing fire road from Don Felipe Drive would be limited to emergency vehicles and occasional VIP access. The existing fire road would be closed for routine pass-through traffic but would continue to provide easement access to utility providers and others as appropriate. Delivery trucks and studio trailers would access the project site from a right turn in only via a truck-only entry driveway off Stocker Street. All trucks entering from Stocker Street would exit on Santa Rosalia Drive via the existing fire road along the northern property line. No traffic would exit Stocker Street; only emergency vehicles and occasional VIP vehicles would exit on Don Felipe Drive. Pedestrian access would be maintained on the sidewalks along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive surrounding the Project site and at the gateway along Stocker Street. There are signalized pedestrian crosswalks along Stocker Street at the intersections of Don Felipe Drive and Santa Rosalia Drive, and access to all surrounding uses would not be disrupted. Therefore, a less-than-significant impact would occur.

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

Less Than Significant Impact. A significant impact would occur if the Project conflicts with applicable land use plans, policies, or regulations in a manner that would result in a significant environmental impact. The Project site is zoned C2-1 (Commercial, Height District 1) and has a General Plan designation of Community Commercial. Height District 1 does not include height limitation for C2 zones; however, Height District I does limit FAR to not exceeding 1.5:1. The Project site is located within Crenshaw Corridor Specific Plan, which provides design guidelines for commercial and industrial projects. The Project site is also located within the Crenshaw Redevelopment Project Area and the Los Angeles State Enterprise Zone, which increases the total maximum allowable FAR to 3:1.

The Project would construct six new buildings on the project site ranging from 15 feet to 110 feet in height. Building A would have an FAR of 1.5:1, while Buildings B through F would have a FAR of 2:1. Excluding parking areas, the overall Project site would have an FAR of 1.6:1. The Project would therefore not exceed the maximum allowed FAR on the project site.

All applicable plans and policies have been reviewed; **Table 4-7, Consistency Analysis**, shows Project consistency with key goals and policies.

| TABLE 4-7: CONSISTENCY ANALYSIS | |
|--|--|
| Goal/Policy/Objective | Consistency Analysis |
| CITY OF LOS ANGELES GENERAL PLAN – FRAMEWORK ELEMENT | |
| Introduction. The Framework Element's fundamental economic development goals are twofold: to provide the physical locations and competitive financial environment necessary to attract various types of economic development to Los Angeles, and to encourage the geographic distribution of job growth in a manner supportive of the City's overall planning objectives.... the City needs to offer meaningful development incentives. This is particularly true in those areas that have historically received a less than proportional share of Citywide employment and development opportunities. | The Project would provide economic development opportunities by creating high income jobs in an historically underserved and economically divested community. |
| Policy 7.2.2. Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods. | The Project site is zoned for commercial use and the development does not displace housing. The site is also within 0.2 miles to the transit station at the intersection of Stocker Street and Crenshaw Boulevard. |
| Policy 7.2.3. Encourage new commercial development in proximity to rail and bus transit corridors and stations. | The Project site is within 0.2 miles of the Metro K Crenshaw station at Crenshaw Boulevard and Stocker Street. |
| Policy 7.8.1. Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City. | This Project contributes to generating a net financial surplus through the creation of high wage jobs that generate tax revenue and by generating property taxes for a development that provides movie studios and a net increase of over 100,000 square feet of office space. |

TABLE 4-7: CONSISTENCY ANALYSIS

| Goal/Policy/Objective | Consistency Analysis |
|---|--|
| <p>Objective 7.10. Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City's overall economic policies.</p> | <p>The Project provides new high-income jobs and investment in an area that historically has not received a proportional share of such resources. The location of the Project, directly across the street from the Baldwin Hills Crenshaw Plaza and within walking distance of the Kaiser Permanente Hospital, provides an influx of high-income jobs and contributes to a balanced community where nearby residents can work close to home.</p> |
| CRENSHAW CORRIDOR SPECIFIC PLAN | |
| <p>Guideline 1. Projects should be designed with articulation, which provides variation and visual interest. New development should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian and arterial streets. The mass, portion, and scale of all new buildings and remodels should be at a pedestrian scale.</p> | <p>The Project has been designed to highlight the corner facade at the intersection of Stocker Street and Santa Rosalia Drive. The building features a combination of retail and casual dining uses that feature glass facades arranged to acknowledge the art deco designs that are prominent in the community. Articulation spans the facade of the building while highlighting the ground level pedestrian uses with frames that identify the different restaurants that will be featured in the space. The parking building along Santa Rosalia Drive has been enhanced with retail space along the street frontage to allow an opportunity for a glass facade. The space can be demised as requested by the future tenant. The retail space will be made available as community space when the area is not leased. This is intended to allow the site to remain a vibrant addition to the community over time as demand for the leasable area fluctuates. Articulation is provided on the ground level. Above a large expanse will be used for movie and TV program signage that will provide visual breaks, visual interest, and commercial art that will vary as new projects are released.</p> |
| <p>Guideline 3. Promote a feeling of safety while encouraging and enhancing pedestrian orientation.</p> | <p>The Project minimizes the use of perimeter fencing, choosing instead to utilize building walls as the perimeter boundaries so that the production studio is as safe for high profile celebrity occupants as it is inviting and welcoming to the community. At the corner of Stocker Street and Santa Rosalia Drive, there is direct access to the restaurants to encourage pedestrians to enter and enjoy both the retail uses and the restaurants.</p> |
| <p>Guideline 4. Incorporate architectural, ancillary, and open space features into the overall design of the project.</p> | <p>An approximately 30,000-square foot open courtyard has been incorporated into the site that will serve as passive open space with landscaping and outdoor furniture. This space will double as an assembly space for scheduled events, such as movie and TV premieres and events associated with the annual film festival in Leimert Park. The plaza provides a break in the massing of buildings and allows natural light to filter through the site while air circulates.</p> |
| <p>Guideline 5. Rooftop equipment and building appurtenances should be screened from public view or architecturally integrated into the design of the building.</p> | <p>Rooftop equipment would be screened from public view and architecturally integrated into the design of the building.</p> |

TABLE 4-7: CONSISTENCY ANALYSIS

| Goal/Policy/Objective | Consistency Analysis |
|--|--|
| <p>Guideline 6. Loading, storage and trash areas should be attractive, well-defined and located where there will be minimal negative impact, physical or visual, on pedestrians, the flow of traffic, or adjacent uses.</p> | <p>Trash collection rooms shall include recycling and will be enclosed. The facility has been designed to allow trucks to access the site with minimal backing up to service the trash containers. Trash containers will be driven off-site to the trash trucks by smaller vehicles so that trash trucks are not required to enter the site.</p> |
| <p>Guideline 7. Minimize glare upon adjacent properties.</p> | <p>All lighting shall be shielded from adjacent residential uses. At the parking garage, a parapet wall at each level shall serve to shield car headlights. Planter boxes at each level shall also serve to block light from the parking structure. Light fixtures within the parking structure shall be shielded from residential uses.</p> |
| <p>Guideline 10. Landscape features, (which include but are not limited to, plant material, signs, walkways, benches and fountains) should be maintained in good condition both in structural integrity and cosmetic appearance.</p> | <p>An approximately 30,000-square-foot open courtyard has been incorporated into the site that will serve as passive open space with landscaping and outdoor furniture. Landscaping from all pedestrian street frontages to beautify the development and contribute to beautification efforts along Stocker Street, Santa Rosalia Drive, and Don Felipe Drive.</p> |
| <p>Guideline 11. Develop the entrances, side and rear yards, and surface parking of projects with a coordinated landscape and lighting plan, with abundant plant materials and features, including lighting that enhances aesthetics and safety.</p> | <p>All lighting shall be shielded from adjacent residential uses. At the parking garage, a parapet wall at each level shall serve to shield car headlights. Planter boxes at each level would also serve to block light from the parking structure. Light fixtures within the parking structure would be shielded from residential uses. A parapet wall at the rooftop parking levels will hide the parked cars from view. Wall openings in the parking building that are needed for ventilation will have a sufficient height to screen car headlights and will feature maintained planter boxes that will soften the facade of the building.</p> |
| <p>Guideline 13. Incorporate the design of parking structures to the building(s) which it serves.</p> | <p>The parking structure (Building F) would be constructed with glass and stucco and would be designed in an Art-Deco style similar to the rest of the campus. On the ground floor, the entire east wall of the building would include full-height glass looking on to a small garden space paralleling Santa Rosalia Drive. Street facing banners on steel frames would decorate the eastern and southern exterior of the parking garage. Additional aesthetic features would include structural pillars with capacity for decorative signage.</p> |
| <p>Guideline 14. Signs within the Crenshaw Corridor Specific Plan are intended to provide identification of businesses and to assist pedestrians and vehicular traffic, and to identify specific communities, events and local monuments. Signs should be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site.</p> | <p>The graphic art developed for each sign will contribute to efforts to beautify the community and increase the number of murals and public art available. The signs proposed will be graphic art that is changed periodically to reflect the production projects taking place at the site. These signs will add to the artistic appeal and enhance the entertainment ambiance of the venue. The proposed signage will contribute to the site as a destination and will support the operation of the restaurant onsite.</p> |
| <p>WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN</p> | |
| <p>LU14-2. Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.</p> | <p>The first floor of the seven-story parking structure features retail space that faces Santa Rosalia Drive and is located across from the Baldwin Hills Crenshaw Plaza. To maintain an active community feature to the greatest extent possible, the retail space will serve as a community room when the space is not leased by a retail or community serving tenant.</p> |

TABLE 4-7: CONSISTENCY ANALYSIS

| Goal/Policy/Objective | Consistency Analysis |
|--|--|
| <p>LU 14-3. Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas.</p> | <p>The Project would be developed to LEED Gold standards and utilizes a variety of building styles and building massing to create an inviting campus with strong visual interest. A highlight of the Project is the landmark blade and frame elements on Building B that will provide a distinct architectural identity for the campus. This feature is at the Stocker Street entrance where it will have high visibility.</p> |
| <p>LU 16-1. Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.</p> | <p>No residential uses are proposed on the Project site. The commercially zoned project site would provide an increase of over 100,000 square feet of non-residential floor area and attract businesses and jobs to the area. These jobs will be in close proximity to the Metro K Line that runs along Crenshaw Boulevard. and connects to the LAX airport.</p> |
| <p>LU 17-1. Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity.</p> | <p>The Project is located in proximity to Baldwin Hills Crenshaw Plaza, the City's first shopping mall and a historic landmark. The proximity of this Project to the 35-acre mall supports connectivity between the sites and is conveniently located within 1,000 feet of the Metro K Line on Crenshaw Boulevard. The restaurants at the corner of Stocker Steet and Santa Rosalia Drive and retail storefronts along Santa Rosalia Drive provide a pedestrian friendly character and enhance the neighborhood.</p> |
| <p>LU 18-2. Encourage the attraction of sit-down restaurants, high "star" rated lodging and legitimate and responsible entertainment venues.</p> | <p>The rooftop restaurant will be a high "star" sit-down restaurant with rooftop landscaping and expansive rooftop views that extend to Downtown Los Angeles and the Santa Monica Mountains.</p> |
| <p>LU 18-4. Strive to limit further proliferation of new fast food restaurants and in particular free-standing restaurants, within commercial areas.</p> | <p>Free standing fast-food restaurants are not proposed.</p> |
| <p>LU19-1. Pursue urban design strategies that effectively address graffiti abatement.</p> | <p>The Project includes graffiti resistant paint at the lower 15 feet of building facades. Where graffiti cannot be simply washed away, the exterior will be painted to match the color of the subject wall.</p> |
| <p>LU23a-1. Promote efforts to prioritize commercial/economic development strategies that match jobs to existing and desired resident skills.</p> | <p>Media content creators of minority backgrounds do not have workspaces in the community. The Project will provide pathways to careers in the film and entertainment industries and will serve as a single location with all of the pre- and post- production support for TV and film makers. Jobs from maintenance and reception through executive producers will be provided with this Project.</p> |
| <p>LU28-2. Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work.</p> | <p>The proximity of the Project site to transit, coupled with the added leasable commercial office space means that entrepreneurs in the entertainment industry who live in the community have the opportunity to relocate their businesses closer to home. New, high-income jobs will be created as a result of the Project and will provide people with the financial resources to enter the affluent housing market in the area.</p> |
| <p>LU29-1. In addition to fulfilling the mandatory requirements of the City's Green Building Program and State CalGreen Code, encourage developers to seek the voluntary Standard of Sustainable Excellence and take advantage of the procedural incentives afforded at the LEED Silver, or higher, USGBC certification rating.</p> | <p>The Project will be built to LEED Gold standards and includes a Green Roof on Building B.</p> |

TABLE 4-7: CONSISTENCY ANALYSIS

| Goal/Policy/Objective | Consistency Analysis |
|--|---|
| LU29-2. Encourage all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain. | The Project would be built to LEED Gold standards and includes a Green Roof for Building B. |
| SOURCE: TAHA, 2024. | |

As discussed in Section 3, *Project Description*, the Project requires a number of discretionary entitlements including a Conditional Use Permit (CUP) to allow for motion picture studio use. The Project would also require approval of several other discretionary requests including a Master Conditional Use Permit (MCUP) to allow for alcohol sales, a Conditional Use Entertainment (CUX) for dancing and live entertainment at the restaurant and at special events in the outdoor plaza, a Waiver of Dedication and Improvements to allow existing street and sidewalk configurations to remain, and a Specific Plan Exception to allow wall signs that exceed 100 square feet of sign area per 50 linear feet of street frontage. The Project would be reviewed by City’s Design Review Board as part of the site plan review process. The regulatory procedures also provide the City with further assurances for review and opportunities to incorporate additional conditions to ensure that the Project would improve the character and condition of the project site. Therefore, with approval of the requested discretionary actions, the Project would be consistent with the City’s General Plan, the Crenshaw Corridor Specific Plan, and applicable regulations in the LAMC. The Project would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Therefore, a less-than-significant impact would occur.

XII. MINERAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

No Impact. A significant impact would occur if the Project would 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. The Project site is located within an urbanized area consisting of residential and commercial uses. The Project site is designated for Community Commercial General Plan land uses and is not designated for mineral extraction land use. The Inglewood Oil Field is a major oil extraction site located within the Baldwin Hills approximately 1.3 miles to the west of the Project site. Construction and operation of the Project would not involve any activities that would interfere in oil extraction activities from the Inglewood Oil Field, nor result in the loss of any known mineral resources of value. Therefore, the Project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

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

No Impact. A significant impact would occur if the Project would 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. The Project site is developed with a surface parking lot and medical office buildings and has not historically been used for mineral resource extraction and is not currently used for mineral recovery. The California Department of Conservation identifies the Project site as within mineral resource zone (MRZ) 3, areas containing known or inferred mineral resources of undetermined significance (CDC, 2021). However, no mineral resources are known to exist beneath the Project site. The Project does not involve any uses that would result in any impacts to mineral resources. Therefore, the Project would not result in the loss of availability of any locally important mineral resource recover site, and no impact would occur.

XIII. NOISE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project result in: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Generation of excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

The noise analysis is discussed using equivalent noise level (L_{eq}) and Community noise equivalent level (CNEL). L_{eq} is the average noise level on an energy basis for a specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA. The CNEL is the time average A-weighted noise level during a 24-hour day that includes the addition of 5 dBA to measured noise levels between the hours of 7:00 pm and 10:00 pm and the addition of 10 dBA to noise levels between the hours of 10:00 pm and 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of

background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a negative community reaction. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or “point source,” will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a linear source (such as a roadway) decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

Summary of Applicable Noise Regulations/Standards

The Project site is located north of a community within unincorporated Los Angeles County; however, the Project site is located in the City of Los Angeles. City of Los Angeles noise standards are applicable standards and have been applied to sensitive receptors. The City has established noise standards to control unnecessary, excessive and annoying noise. The noise regulations are provided in Chapter XI of the LAMC. LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people’s increased tolerance for short-duration noise events, the noise regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than five but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting five minutes or less in any one-hour period.¹¹

Construction noise is governed by LAMC Section 41.10, which prohibits construction between the hours of 9:00 pm and 7:00 am Monday through Friday, 6:00 pm and 8:00 am on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 am to 9:00 pm; and Saturdays and National Holidays between 8:00 am to 6:00 pm). In general, the City’s Department of Building and Safety enforces Noise Ordinance provisions relative to equipment and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 112.01 limits noise from amplified voice and music and prohibits the operation of such devices (e.g., radio, musical instrument, phonograph, television receiver, or other machine) or other sounds in such a manner as to disturb the peace, quiet, and comfort of neighbors. Specifically, noise from such uses or operation which is audible at a distance in excess of 150 feet from the property line of the noise source within a residential zone of the City or within 500 feet thereof, is prohibited.

¹¹ Los Angeles Municipal Code, *Chapter XI, Article I, Section 111.02-(b)*.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB. LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.¹²

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.

LAMC Section 112.06 set a maximum noise level of 95 dBA for sound amplifying equipment or similar devices in a place of public entertainment at any point that is normally occupied by a customer, unless a conspicuous and legible sign is located outside such place stating “WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT”.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 pm and 6:00 am of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners. LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am.

LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am.

The City’s General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The General Plan outlines land use compatibility standards as a guideline for locating new land uses, which have been adopted from the California Office of Noise Control.

An operational impact in noise would occur if the Project (on- and off-site sources) causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category (see **Table 4-8, Guidelines for Noise Compatible Land Use**, for a description of these categories); or the Project (on- and off-site sources) causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater for noise levels within the “conditionally acceptable” or “normally acceptable” category.

¹² In accordance with the City’s Noise Ordinances, “technically feasible” means that the established noise limitations can be complied with at a Project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

TABLE 4-8: GUIDELINES FOR NOISE COMPATIBLE LAND USE

| Land Use Category | Community Noise Exposure: Day-Night Average Exterior Sound Level (dBA, CNEL) | | | | | | |
|--|--|----|----|-----|-----|-----|----|
| | 50 | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential Single-Family Duplex, Mobile Home | A | C | C | C | N | U | U |
| Residential Multi-Family | A | A | C | C | N | U | U |
| Transient Lodging, Motel, Hotel | A | A | C | C | N | U | U |
| Schools, Library, Church, Hospital, Nursing Home | A | A | C | C | N | N | U |
| Auditorium, Concert Hall, Amphitheater | C | C | C | C/N | U | U | U |
| Sports Arena, Outdoor Spectator Sports | C | C | C | C | C/U | U | U |
| Playground, Neighborhood Park | A | A | A | A/N | N | N/U | U |
| Golf Course, Riding Stable, Water Recreation, Cemetery | A | A | A | A | N | A/N | U |
| Office Building, Business, Commercial and Professional | A | A | A | A/C | C | C/N | N |
| Agriculture, Industrial, Manufacturing, Utilities | A | A | A | A | A/C | C/N | N |

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.
SOURCE: City of Los Angeles General Plan, *Noise Element*, February 1999.

In August 2024, the City of Los Angeles released updated guidance on construction noise and vibration thresholds and methodology.

- For construction activities occurring between 7:00 a.m. and 7:00 p.m. the threshold for daytime noise sensitive uses at the property line with outdoor uses or the exterior of the building is 80 dBA, L_{eq} 8-hour.
- For construction occurring between 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and anytime on Sundays or national holidays the threshold is a 5 dBA increase over the ambient noise level at the property line with outdoor uses or the exterior of the building.
 - The absolute threshold is 55 dBA, L_{eq} for sensitive uses within older buildings that have operable windows;
 - 65 dBA, L_{eq} for sensitive uses with windows closed that are not operable and single-glazed; and
 - 70 dBA L_{eq} for sensitive uses that have newer construction and have been designed to ensure an interior noise level of 45 dBA.
- Mat pour activities that require an extended pour that are required to occur during nighttime hours for less than five days are exempt.

Existing Noise Levels

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. A distance of 500 feet is generally used as the screening distance for noise in an existing urban environment. Sensitive receptors at or within 500 feet of the Project site are included in **Table 4-9, Sensitive Receptors**, and shown in **Figure 4-1**.

| TABLE 4-9: SENSITIVE RECEPTORS |
|---|
| Sensitive Receptor |
| Multi-family residences adjacent to the north |
| Baldwin Hills Urgent Care |
| Residences adjacent to the south |
| Escuela Plus Elementary School |
| Residences to the south |
| Multi-family residences to the southwest |
| View Park Convalescent Center |
| Single- and Multi-family residences to the west |
| Multi-family residences to the north |
| Single-family residences to the south |
| Single-family residences to the southeast |
| Crenshaw Methodist Church |
| Single-family residences to the east |
| Single- and Multi-family residences to the west |
| Single-family residences to the south |
| Single-family residences to the southeast |
| Multi-family residences to the north |
| SOURCE: TAHA, 2024. |

The existing ambient noise environment near the Project site is predominantly characterized by vehicular traffic and by occasional aircraft flyovers and other typical urban noise sources. Noise levels were monitored at short-term (ST) sites ST-1 to ST-5 on October 31, 2023 from 11:00 am to 1:00 pm and on November 1, 2023 between 12:30 pm and 1:30 pm in 15-minute increments.

This time of day represents a typical construction time without the added noise source of peak hour traffic. Monitored noise levels ranged at short-term sites ranged from 52.7 to 71.8 dBA, L_{eq} during the daytime. Two 24-hour long-term (LT) sites were set up at LT-1 and LT-2 to capture nighttime noise. The long-term measurements represent multiple times of day when the Project would be in operation, including evening and nighttime hours. Long-term noise levels were 59.9 dBA, CNEL along Don Tomaso Drive and 57.6 dBA, CNEL along Northland Drive.

The monitoring locations and monitored noise levels are shown in **Table 4-10, Existing Ambient Noise Levels**, and **Figure 4-1**. Existing ambient nighttime noise levels for the hours of 7:00 pm to 10:00 pm are shown in **Table 4-11, Existing Ambient Evening Noise Levels**. Noise levels during nighttime hours ranged from 51.4 dBA, L_{eq} to 52.2 dBA, L_{eq} at LT-1 along Don Tomaso Drive and 48.8 dBA, L_{eq} to 52.6 dBA, L_{eq} at LT-2 along Northland Drive.



Source: TAHA, 2024.

FIGURE 4-1
NOISE MONITORING LOCATIONS AND SENSITIVE RECEPTORS

TABLE 4-10: EXISTING AMBIENT NOISE LEVELS

| Noise Site | Noise Monitoring Location | Measured Noise Levels | |
|--|--------------------------------------|-------------------------|-------------|
| | | (dBA, L _{eq}) | (dBA, CNEL) |
| ST-1 | Residence (4108 Don Luis Dr.) | 52.7 | 50.7 /a/ |
| ST-2 | Sanchez Ranch (3725 Don Felipe Dr.) | 57.9 | 56.9 /a/ |
| ST-3 | Residences (Lockland Dr. Cul De Sac) | 47.9 | 45.9 /a/ |
| ST-4 | Project site northern property line | 53.0 | 51.0 /a/ |
| ST-5 | Residence (4197 Angeles Vista Blvd.) | 56.9 | 54.9 /a/ |
| ST-6 | Project site along Santa Rosalia Dr. | 67.1 | 65.1 /a/ |
| ST-7 | Project site along Stocker St. | 71.8 | 69.8 /a/ |
| LT-1 | Residence (3857 Don Tomaso Dr.) | 56.6 | 59.9 |
| LT-2 | Residence (3668 Northland Dr.) | 52.6 | 57.6 |
| VENEKLASEN ASSOCIATES MEASUREMENTS | | | |
| V-LT-1 | Project site interior | -- | 59.9 |
| V-LT-2 | Project site fronting Stocker St. | -- | 59.9 |
| V-ST-1 | Stocker St. | 69.0 | -- |
| V-ST-2 | Santa Rosalia Dr. | 66.0 | -- |
| /a/ The CNEL noise levels for short-term (ST) measurements were estimated based on FTA procedures for calculating CNEL from short-term L _{eq} measurements. | | | |
| SOURCE: TAHA, 2023; Veneklasen Associates, 2023. | | | |

TABLE 4-11: EXISTING AMBIENT EVENING NOISE LEVELS

| Time | Measured Noise Levels (dBA, L _{eq}) | |
|-----------------------------|---|------|
| | LT-1 | LT-2 |
| 7:00 pm to 8:00 pm | 52.2 | 52.6 |
| 8:00 pm to 9:00 pm | 51.4 | 48.8 |
| 9:00 pm to 10:00 pm | 51.4 | 51.5 |
| Average Evening Noise Level | 51.7 | 51.0 |
| SOURCE: TAHA, 2024. | | |

Noise measurements were also completed by Veneklasen Associates on August 20, 2023 for the purposes of determining compliance with the California Green Building Code (CalGreen) acoustical requirements. Two long-term 48-hour measurements (V-LT-1 and V-LT-2) were completed on the Project site, one fronting Stocker Street and one facing the interior of the Project site. Two short-term measurements (V-ST-1 and V-ST-2) were completed over a period of 4-hours, one along Stocker Street and one along Santa Rosalia Drive.

Construction Noise

Construction activities typically require the use of numerous pieces of noise-generating equipment. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 4-12, Construction Noise Level by Phase.**

TABLE 4-12: CONSTRUCTION NOISE LEVEL BY PHASE

| Construction Equipment | Noise Level at 50 feet (dBA, L _{eq} (8-hour)) |
|--|--|
| DEMOLITION AND CLEARING PHASE | |
| Backhoe | 79.6 |
| Compressor (air) | 76.7 |
| Concrete Saw | 85.6 |
| Dozer | 80.7 |
| Excavator | 79.7 |
| Forklift | 82.4 |
| Generator | 80.6 |
| Demolition and Clearing Combined Noise Level | 90.0 |
| SITE PREPARATION PHASE | |
| Auger Drill Rig | 77.4 |
| Excavator | 79.7 |
| Backhoe | 76.6 |
| Compressor (air) | 76.7 |
| Generator | 80.6 |
| Dozer | 77.7 |
| Site Preparation Combined Noise Level | 86.2 |
| EXCAVATION AND GRADING PHASE | |
| Backhoe | 79.6 |
| Excavator | 73.0 |
| Grader | 80.7 |
| Roller | 76.2 |
| Dozer | 80.6 |
| Compactor | 76.7 |
| Generator | 79.6 |
| Compressor (air) | 73.0 |
| Excavation and Grading Phase Combined Noise Level | 86.4 |
| BUILDING CONSTRUCTION PHASE | |
| Auger Drill Rig | 77.4 |
| Backhoe | 79.6 |
| Crane | 77.4 |
| Excavator | 79.7 |
| Gradall (forklift) | 84.2 |
| Cement and Mortar Mixers | 79.6 |
| Compactor | 76.2 |
| Generator | 84.6 |
| Compressor (air) | 84.6 |
| Welders | 80.0 |
| Building Construction Phase | 91.4 |

| TABLE 4-12: CONSTRUCTION NOISE LEVEL BY PHASE | |
|--|---|
| Construction Equipment | Noise Level at 50 feet (dBA, L_{eq}(8-hour)) |
| ARCHITECTURAL COATING PHASE | |
| Compressor (air) | 76.7 |
| Generator | 80.6 |
| Aerial Lifts | 70.7 |
| Architectural Coating Phase Combined Noise Level | 82.4 |
| PAVING PHASE | |
| Excavator | 76.7 |
| Backhoe | 79.6 |
| Gradall (forklift) | 82.4 |
| Paver | 74.2 |
| Cement and Mortar Mixers | 77.0 |
| Roller | 73.0 |
| Compactor | 76.2 |
| Generator | 80.6 |
| Compressor (air) | 76.7 |
| Paving Phase Combined Noise Level | 87.9 |
| SOURCE: FHWA, <i>Roadway Construction Noise Model, Version 1.1, 2008.</i> | |

It is anticipated that any piles necessary for construction would be drilled. Due to the use of noise-generating equipment, construction activities would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Table 4-12 also shows the typical overall noise level during each construction phase. The construction noise levels take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously over a standard 8-hour workday. When considered as an entire process with multiple pieces of equipment operating at the same time, building construction would generate the loudest noise level of approximately 91.4 dBA L_{eq} (8-hour) at 50 feet.

Table 4-13, *Unmitigated Construction Noise Levels at Sensitive Receptors*, presents the estimated noise levels at the sensitive receptors nearest to the Project site as well as the incremental increase in noise associated with Project construction. A reference construction noise level of 91.4 dBA, L_{eq} (8-hour) was used to model noise of the loudest construction phase (building construction) at sensitive receptors. Construction equipment would typically be dispersed throughout the site and would generally not present a concentrated noise source. Construction noise was predicted based on the distance from the center of the nearest work zone to the sensitive receptor. Additionally, the loudest piece of equipment was modeled near the perimeter of the project site and combined with the construction noise from the center of the work zone.

TABLE 4-13: UNMITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

| Sensitive Receptors | Distance from Center of Nearest Construction Zone (Feet) | Distance from Loudest Equipment Near Project Site Perimeter (Feet) | Existing Ambient Noise Level (dBA, L_{eq}) | Typical Construction Noise Level at Sensitive Receptor (dBA, L_{eq} (8-hour)) | Exceed Threshold (80 dBA, L_{eq} (8-hour)) |
|---|---|---|---|--|---|
| Multi-family residences adjacent to the north | 160 | 20 | 53.0 | 88.3 | Yes |
| Baldwin Hills Urgent Care | 160 | 20 | 67.1 | 88.3 | Yes |
| Residences adjacent to the south | 160 | 100 | 71.8 | 81.9 | Yes |
| Escuela Plus Elementary School | 300 | 190 | 58.0 | 76.5 | No |
| Residences to the south | 290 | 200 | 57.0 | 76.7 | No |
| Multi-family residences to the southwest | 270 | 190 | 71.8 | 77.3 | No |
| View Park Convalescent Center | 360 | 280 | 58.0 | 74.7 | No |
| Single- and Multi-family residences to the west | 370 | 290 | 56.6 | 74.4 | No |
| Multi-family residences to the north | 360 | 280 | 48.0 | 70.2 | No |
| Single-family residences to the south | 380 | 290 | 57.6 | 74.2 | No |
| Single-family residences to the southeast | 400 | 310 | 57.0 | 73.8 | No |
| Crenshaw Methodist Church | 370 | 270 | 58.0 | 74.5 | No |
| Single-family residences to the east | 350 | 340 | 57.0 | 74.8 | No |
| Single- and Multi-family residences to the west | 580 | 500 | 52.7 | 70.5 | No |
| Single-family residences to the south | 500 | 430 | 52.6 | 67.3 | No |
| Single-family residences to the southeast | 500 | 420 | 52.6 | 67.3 | No |
| Multi-family residences to the north | 500 | 420 | 48.0 | 67.3 | No |

SOURCE: TAHA, 2025

The most noise-intensive construction activities would occur during the early phases of construction (e.g., demolition, excavation and grading, exterior building construction). The majority of the latter phases of construction would occur interior to the Project site or within the newly constructed building, and result in lower noise levels than exterior construction. As part of the Project, a 40-foot temporary construction noise barrier would be installed along the northern property line to reduce noise levels. Standard construction noise barriers provide approximately 10 dBA of reduction at the receptor. For the unmitigated analysis, no reduction was taken for the 40-foot temporary construction noise barrier.

Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 am to 9:00 pm Monday through Friday, 8:00 am to 6:00 pm on Saturday or federal holiday, and no construction activity on Sundays. The City of Los Angeles has adopted a construction noise threshold of 80 dBA L_{eq} over an 8-hour period. Construction noise levels would exceed 80 dBA, $L_{eq (8-hour)}$ at residences to the north and south of the project site. Therefore, without mitigation, the Project would result in a significant impact related to on-site construction noise.

To reduce construction noise levels at noise sensitive uses, the Project would be required to implement Mitigation Measures **N-1** through **N-3**. Mitigation Measure **N-1** would reduce heavy-duty equipment noise levels by at least 5 dBA. Mitigation Measure **N-2** would reduce construction noise by 10 or greater dBA for multi-family residences adjacent to the north of the Project site. Although difficult to quantify, Mitigation Measure **N-3** would also help control noise levels. **Table 4-14, Mitigated Construction Noise Levels at Sensitive Receptors**, shows mitigated noise levels associated with construction activities. The noise level in this table was estimated for the demolition phase of construction. Mitigation Measures **N-1** through **N-3** would reduce noise levels to less than 80 dBA, $L_{eq (8-hour)}$ at nearby sensitive receptors. Therefore, the Project would result in a less-than-significant impact related to construction noise with mitigation incorporated.

Haul trucks associated with construction activity would potentially increase noise levels along the haul route. The anticipated haul route is Stocker Street coming from the I-405 Freeway or eastbound to the I-110. The greatest number of hourly haul truck trips would occur during the excavation and grading phase, which would require up to approximately 60 daily truck round trips (120 one-way trips) or 24 haul trucks per hour. Incremental increases in noise levels were estimated using TNM by adding haul truck volumes to Existing (2024) conditions along Stocker Street and Santa Rosalia Drive. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. The existing noise levels on Stocker Street and Santa Rosalia Drive were calculated to be approximately 71.3 dBA L_{eq} and 64.4 dBA L_{eq} , respectively. The addition of 24 haul truck trips per hour on each roadway during the AM Peak Hour would result in a noise level of approximately 71.8 dBA L_{eq} on Stocker Street and 65.9 dBA L_{eq} on Santa Rosalia Drive. The maximum incremental increase of 1.5 dBA L_{eq} . Although haul truck pass-by noise may result in temporary increases in noise, the hourly increase would be less than the 5 dBA significance criteria. Therefore, the Project would result in a less-than-significant impact related to haul truck noise.

TABLE 4-14: MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

| Sensitive Receptors | Existing Ambient Noise Level (dBA, L_{eq}) | Noise Reduction with Mitigation (dBA) /a/ | Mitigated Construction Noise Level at Sensitive Receptor (dBA, L_{eq}) | Exceed Threshold (80 dBA, L_{eq}(8-hour)) |
|---|---|--|---|--|
| Multi-family residences adjacent to the north | 53.0 | 15 | 73.3 | No |
| Baldwin Hills Urgent Care | 67.1 | 15 | 73.3 | No |
| Residences adjacent to the south | 71.8 | 5 | 76.9 | No |
| Escuela Plus Elementary School | 58.0 | 5 | 71.5 | No |
| Residences to the south | 57.0 | 5 | 71.7 | No |
| Multi-family residences to the southwest | 71.8 | 5 | 72.3 | No |
| View Park Convalescent Center | 58.0 | 5 | 69.7 | No |
| Single- and Multi-family residences to the west | 56.6 | 5 | 69.4 | No |
| Multi-family residences to the north | 48.0 | 15 | 55.2 | No |
| Single-family residences to the south | 57.6 | 5 | 69.2 | No |
| Single-family residences to the southeast | 57.0 | 5 | 68.8 | No |
| Crenshaw Methodist Church | 58.0 | 5 | 69.5 | No |
| Single-family residences to the east | 57.0 | 5 | 69.8 | No |
| Single- and Multi-family residences to the west | 52.7 | 5 | 65.5 | No |
| Single-family residences to the south | 52.6 | 5 | 62.3 | No |
| Single-family residences to the southeast | 52.6 | 5 | 62.3 | No |
| Multi-family residences to the north | 48.0 | 15 | 52.3 | No |

/a/ Includes a 5 dB reduction for construction equipment mufflers (Mitigation Measure N1) and a 10 dB reduction for temporary noise barriers (Mitigation Measure N2).
SOURCE: TAHA, 2025

Operational Noise

On-Site Noise Sources

The Project would include several stationary noise sources including mechanical equipment, outdoor gathering spaces, trash pick-up, service plaza drop-off and loading, parking and on-site car and truck movements. Noise levels for on-site operational sources of noise were modeled at 18 representative receptors as shown in **Figure 4-2**.

Mechanical Equipment. Mechanical equipment (e.g., HVAC equipment, mill shop) would be located within enclosures and would be in the subterranean parking garage or on the rooftops. Mechanical equipment located in the subterranean parking garage would not result in off-site noise. Similarly, the mill shop would not generate noise at above-ground sensitive receptors as it would be located in a semi-subterranean level and would be separated from the adjacent residential use by the building walls of the soundstage Building E. HVAC equipment would be located on the rooftop of each building and would be screened from view. HVAC equipment would be required to comply with LAMC Section 112.02 which limits noise level increases at sensitive receptors due to HVAC noise to 5 dBA or less. HVAC equipment typically generates noise levels of approximately 60 dBA at 50 feet (Cowan, 1994). HVAC noise levels were modeled in SoundPLAN to predict noise levels at off-site sensitive receptors. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. For informational purposes, the maximum hourly increase in noise over an average nighttime noise level of 52.0 dBA, L_{eq} would be approximately 0.6 dBA, L_{eq} , which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. HVAC equipment would generate a maximum incremental increase of 0.6 dBA, CNEL at Receptor 6.

The estimated ambient noise levels at all off-site receptor locations with the addition of the Project's HVAC equipment would be below the significance criteria of 5 dBA CNEL above ambient noise levels. Therefore, the Project would result in a less-than-significant impact related to mechanical equipment noise.

Outdoor Gathering Spaces. Outdoor gathering spaces include one rooftop restaurant with outdoor dining and rooftop garden on Building B, outdoor dining at ground level at Building A and on the interior of the site a Green Plaza located between Buildings A and B. The primary source of noise during typical Project operations would be people conversing at the restaurant and outdoor spaces. In social situations, people often talk at distances of approximately three to 12 feet. A typical normal voice level at this distance is approximately 65 dBA and a raised voice level is approximately 77 dBA. A CUP for the Project site would secure approval for a full line of alcohol, live entertainment, and dancing allowed on the Project site. This would allow areas of the Project site to function as hosting venues for community gatherings and special events. During special events, live entertainment and amplified sound may be utilized on the rooftop of Building B and in the Green Plaza. Amplified sound would comply with LAMC Section 112.06, which limits amplified sound in places of public entertainment to 95 dBA. This noise level has been used as the reference noise level and input into SoundPLAN. SoundPLAN was used to predict noise levels, which accounted for the location and height of the noise sources and sensitive receptors.



Source: TAHA, 2024.

FIGURE 4-2
SOUNDPLAN MODELING RECEIVERS

The analysis of outdoor gathering spaces considers two scenarios: standard operation and special event use. Noise levels during standard operation would range from 78 to 84 dBA and noise levels during special events would range from 93 to 107 dBA. The noise level during special events includes amplified sound with speakers set to 95 dBA per the requirements of LAMC Section 112.06. The two scenarios represent a range of potential noise levels that may occur during operation of the outdoor gathering spaces. Special event noise represents the “worst-case” scenario related to project operations. The reference noise levels were input into the SoundPLAN model to predict noise levels at off-site sensitive receptors. Representative receptors were chosen to reflect the varied topography and areas of exposure surrounding the Project site. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. For informational purposes, the maximum hourly increase in noise over an average nighttime noise level of 52.0 dBA, L_{eq} would be approximately 0.3 dBA, L_{eq} during standard operation and 10.6 dBA, L_{eq} during special events. Standard operation would not result in an audible increase in noise during nighttime hours, but special event noise would be audible. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. Standard Operation of the outdoor gathering spaces would not result in increases over existing ambient noise levels. On days with special events, noise would result in a maximum increase of 6.8 dBA, CNEL resulting in a new ambient noise level of 66.7 dBA, CNEL for Receptor 15. Receptor 15 is considered residential -low density single-family and the normally unacceptable range is 70 to 75 dBA, CNEL. The new ambient noise level of 66.7 dBA, CNEL would not be within the normally unacceptable range. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur. However, an increase greater than 5 dBA CNEL would occur. Therefore, the Project would result in a potentially significant impact related to outdoor gathering space noise.

Service Plaza Trash Pick-up, Studio Trailers, Loading and Unloading. Trash collection trucks would access the Project site from Santa Rosalia Drive to the Project access driveway. Trash storage would be located in the ground level of the parking structure. Storage bins would be brought to the street for compaction in waste collection trucks. The Project would be serviced multiple times per week. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compactors could generate noise levels of approximately 71 dBA, L_{eq} and 66 dBA, L_{eq} , respectively, at a distance of 50 feet (RK Engineering Group Inc. 2023). Noise generated by trash trucks would only be generated on trash days and for approximately 5-minutes during the trash pick-up event. Over the 24-hour period of a day this noise level would not be a significant contributor to the average 24-hour noise level due to the brief and intermittent nature of the trash pick-up event. The overall change would be less than 1 dB, CNEL.

Delivery trucks and studio trailers would access the project site from a right turn in only, truck-only entry driveway off Stocker Street. Noise associated with the trucks would be intermittent once the trucks have pulled into the loading bays/truck parking areas. Loading and unloading would occur at a service plaza located internally to the site between Buildings B and E. As noted above, a typical unshielded loading dock facility generates a noise level of approximately 71 dBA, L_{eq} at 50 feet. LAMC Section 114.03 prohibits loading and unloading of any vehicle or operation of dollies, carts, forklifts and other wheel equipment which causes any impulsive sound, raucous, or unnecessary noise within 200 feet of any residential building between the hours of 10:00 pm and 7:00 am. Loading dock activity has been assumed to operate between the hours of 7:00 am and

10:00 pm. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. More detailed information is included in the Noise and Vibration Study prepared for the Project, included as Appendix G. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 1.2 dBA, L_{eq} , which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. The service plaza would result in a maximum increase of 0.9 dBA, CNEL at Receptor 11. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level would not occur at sensitive receptors. Therefore, the Project would result in a less-than-significant impact related to service plaza noise.

On-site Vehicle Movements. Parking would primarily be provided in a five-story open parking garage with 366 parking stalls. Street parking for vehicles visiting the Project site would be provided along Don Felipe Drive and Santa Rosalia Drive. Street parking would be prohibited along Stocker Street. Vehicular access to the parking garage would be provided via a driveway along the northern property line which would be accessed from Santa Rosalia Drive. Delivery trucks would access the Project site from the right turn in only, truck only driveway off Stocker Street. Truck activity and deliveries are anticipated to be approximately six truck trips per day.

Sources of noise related to parking would include vehicles accelerating, doors slamming, car alarms, and people talking. Daily 24-hour parking noise was calculated based on anticipated trip hours of 8:00 am to 11:00 pm; the calculated noise level is 49.2 dBA, CNEL at 50 feet. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 0.9 dBA, L_{eq} , which would not be an audible increase in noise. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. Parking activity would generate a maximum incremental increase of 0.5 dBA, CNEL at Receptor 7 adjacent to the north of the proposed parking structure. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to parking activity noise.

The roadways used for on-site circulation would also potentially generate noise at off-site sensitive receptors. Vehicles travelling along internal roadways would be travelling at low speeds. Noise levels were modeled at adjacent sensitive receptors because these receptors would have the highest potential for noise increases to occur. The predicted noise levels account for noise reduction provided by the proposed structures on the Project site. Other sensitive receptors would not experience substantial changes in noise as a result of intervening buildings on the Project site and distance from the internal roadways. For informational purposes, the maximum hourly increase in noise during daytime hours would be approximately 10.1 dBA, L_{eq} at Receptor 7 during the PM peak-hour. However, this assumes that all truck trips would occur within this hour and would be leaving the Project site during the PM peak hour, which is not likely to regularly occur. The threshold for operational noise is the change in the existing noise level (dBA, CNEL) over a 24-hour period. On-site vehicle circulation noise would generate a maximum incremental increase of 1.5 dBA, CNEL at Receptor 7 adjacent to the north of the Project site. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor would a 5 dBA CNEL increase. Therefore, the Project would result in a less-than-significant impact related to on-site vehicle circulation noise.

Composite On-Site Noise Level Impacts from Project Operations

In addition to considering the potential noise impacts resulting from individual on-site stationary noise, including mechanical equipment noise, rooftop patio noise, Green Plaza noise, service plaza loading and unloading noise, and parking access, a combined noise level was calculated using SoundPLAN at sensitive receptors. The composite noise level includes all on-site stationary source noise sources. As shown in **Table 4-15, Composite On-Site Operational Noise Levels at Sensitive Receptors**, Receptor 15 would experience the maximum increase in noise of approximately 6.8 dBA CNEL and a predicted noise level of 66.7 dBA CNEL, which is still within the “conditionally acceptable” range of noise for residential uses. As shown above, the Project includes a variety of operational noise sources that would be contained within the building structures or passive sources that generate low levels of noise.

It is anticipated that Project activities would occasionally be audible at adjacent land uses (e.g., mechanical equipment, parking activity, service plaza/drop off area, or outdoor gathering spaces), but these activities would not increase the permanent CNEL at the property line of affected uses by 3 dBA CNEL to or within the 70 to 75 dBA or incrementally increase the permanent CNEL by more than 5 dBA. However, an increase of 5 dBA CNEL or more would occur during special events at four sensitive receptors. Therefore, the Project would result in a potentially significant impact related to operational noise.

Off-Site Noise Sources

Off-site noise sources that would be generated by the Project include delivery trucks, studio trailers and worker vehicle trips traveling on local roadways. The Project would generate approximately 3,183 daily vehicle trips, of which 270 would be AM peak hour trips, and 361 would be PM peak hour trips. **Table 4-16, Estimated Off-Site Mobile Source Noise Levels**, shows roadway noise levels for Existing (2024), Future No Project (2029) and Future Plus Project (2029) conditions.

Table 4-17, Change in Off-Site Mobile Source Noise Levels, shows the noise level change from the increase in traffic. As shown in **Table 4-17**, the roadway noise increase attributed to the Project would be a maximum of 1.4 dBA, CNEL on the local roadway network and is not anticipated to result in a perceptible change in sound level for a person with normal hearing sensitivity. Some sensitive receptors would experience a decrease in off-site noise as a result of the introduction of Project buildings on the Project site that would serve as a barrier to roadway noise. Off-site noise would not increase the permanent CNEL at the property line of affected uses by 3 dBA CNEL to or within the 70 to 75 dBA or incrementally increase the permanent CNEL by more than 5 dBA. Therefore, off-site noise associated with the Project would in a less-than-significant impact.

TABLE 4-15: COMPOSITE ON-SITE OPERATIONAL NOISE LEVELS AT SENSITIVE RECEPTORS

| Sensitive Receptor (Figure 4-2) | Existing Ambient Noise Level (dBA, CNEL) | Composite Noise Level (dBA, CNEL) | New Ambient Noise Level (dBA, CNEL) | Noise Level Increase (dBA, CNEL) |
|---------------------------------|--|-----------------------------------|-------------------------------------|----------------------------------|
| STANDARD OPERATION | | | | |
| 1 | 50.7 | 41.1 | 51.2 | 0.5 |
| 2 | 59.9 | 43.8 | 60.0 | 0.1 |
| 3 | 58.0 | 43.0 | 58.1 | 0.1 |
| 4 | 56.0 | 44.4 | 56.3 | 0.3 |
| 5 | 56.0 | 44.4 | 56.3 | 0.3 |
| 6 | 56.0 | 52.5 | 57.6 | 1.6 |
| 7 | 65.1 | 54.5 | 58.3 | 2.3 |
| 8 | 59.9 | 45.2 | 60.0 | 0.1 |
| 9 | 59.9 | 53.5 | 60.8 | 0.9 |
| 10 | 59.9 | 48.6 | 60.2 | 0.3 |
| 11 | 57.6 | 52.5 | 58.8 | 1.2 |
| 12 | 57.6 | 45.0 | 57.8 | 0.2 |
| 13 | 57.6 | 46.7 | 57.9 | 0.3 |
| 14 | 57.6 | 48.7 | 58.1 | 0.5 |
| 15 | 59.9 | 48.8 | 60.2 | 0.3 |
| 16 | 59.9 | 46.1 | 60.1 | 0.2 |
| 17 | 57.6 | 45.5 | 57.9 | 0.3 |
| 18 | 57.6 | 42.7 | 57.7 | 0.1 |
| SPECIAL EVENT USE | | | | |
| 1 | 50.7 | 47.0 | 52.2 | 1.5 |
| 2 | 59.9 | 47.9 | 60.2 | 0.3 |
| 3 | 58.0 | 46.4 | 58.3 | 0.3 |
| 4 | 56.0 | 47.1 | 56.5 | 0.5 |
| 5 | 56.0 | 47.2 | 56.5 | 0.5 |
| 6 | 56.0 | 53.1 | 57.8 | 1.8 |
| 7 | 65.1 | 60.6 | 61.9 | 5.9 |
| 8 | 59.9 | 50.9 | 60.4 | 0.5 |
| 9 | 59.9 | 58.7 | 62.3 | 2.4 |
| 10 | 59.9 | 63.7 | 65.2 | 5.3 |
| 11 | 57.6 | 58.7 | 61.2 | 3.6 |
| 12 | 57.6 | 53.0 | 58.9 | 1.3 |
| 13 | 57.6 | 55.2 | 59.6 | 2.0 |
| 14 | 57.6 | 57.3 | 60.4 | 2.8 |
| 15 | 59.9 | 65.7 | 66.7 | 6.8 |
| 16 | 59.9 | 56.8 | 61.6 | 1.7 |
| 17 | 57.6 | 61.7 | 63.1 | 5.5 |
| 18 | 57.6 | 57.0 | 60.3 | 2.7 |
| SOURCE: TAHA, 2024. | | | | |

TABLE 4-16: ESTIMATED OFF-SITE MOBILE SOURCE NOISE LEVELS

| Sensitive Receptor (Figure 4-2) | Nearest Roadway | Estimated dBA, CNEL at 50 Feet | | | |
|---------------------------------|--|--------------------------------|--------------------------|----------------------------|---------------------------|
| | | Existing (2024) | Future No Project (2029) | Future Plus Project (2029) | Project Only Trips (2029) |
| 1 | Stocker St. | 55.4 | 56.1 | 56.0 | 41.8 |
| 2 | Stocker St. | 58.3 | 59.0 | 59.1 | 44.8 |
| 3 | Don Felipe Dr. | 53.9 | 54.6 | 54.5 | 39.2 |
| 4 | Don Felipe Dr. | 54.7 | 55.4 | 55.4 | 40.4 |
| 5 | Don Felipe Dr. | 52.9 | 53.5 | 53.5 | 39.5 |
| 6 | Stocker St./Don Felipe Dr./Santa Rosalia Dr. | 52.8 | 53.4 | 49.7 | 38.4 |
| 7 | Stocker St./Don Felipe Dr./Santa Rosalia Dr. | 55.3 | 55.8 | 53.9 | 44.0 |
| 8 | Stocker St. | 63.9 | 64.5 | 64.6 | 50.4 |
| 9 | Stocker St. | 63.4 | 64.1 | 64.2 | 50.5 |
| 10 | Stocker St. | 64.2 | 64.9 | 65.1 | 51.7 |
| 11 | Stocker St. | 59.3 | 60.0 | 60.1 | 46.4 |
| 12 | Stocker St. | 56.4 | 57.0 | 57.1 | 43.6 |
| 13 | Stocker St. | 54.7 | 55.3 | 55.4 | 41.8 |
| 14 | Stocker St. | 53.8 | 54.5 | 54.6 | 40.9 |
| 15 | Stocker St. | 62.8 | 63.4 | 64.2 | 54.0 |
| 16 | Stocker St. | 60.2 | 60.8 | 61.2 | 49.5 |
| 17 | Palmero Blvd. | 56.9 | 57.5 | 57.8 | 46.0 |
| 18 | Angeles Vista Blvd. | 54.9 | 55.4 | 55.6 | 43.6 |

SOURCE: TAHA, 2025.

TABLE 4-17: CHANGE IN OFF-SITE MOBILE SOURCE NOISE LEVELS

| Sensitive Receptor (Figure 4-2) | Nearest Roadway Segment | Estimated dBA, CNEL at 50 Feet | |
|---------------------------------|--|--|--|
| | | Future No Project vs. Future Plus Project (2029) | Existing (2024) vs. Future Plus Project (2029) |
| 1 | Stocker St. | 0.0 | 0.7 |
| 2 | Stocker St. | 0.1 | 0.7 |
| 3 | Don Felipe Dr. | -0.1 | 0.6 |
| 4 | Don Felipe Dr. | 0.0 | 0.6 |
| 5 | Don Felipe Dr. | -0.1 | 0.6 |
| 6 | Stocker St./Don Felipe Dr./Santa Rosalia Dr. | -3.8 | -3.1 |
| 7 | Stocker St./Don Felipe Dr./Santa Rosalia Dr. | -1.9 | -1.4 |
| 8 | Stocker St. | 0.1 | 0.8 |
| 9 | Stocker St. | 0.2 | 0.8 |
| 10 | Stocker St. | 0.2 | 0.9 |
| 11 | Stocker St. | 0.1 | 0.8 |
| 12 | Stocker St. | 0.1 | 0.8 |
| 13 | Stocker St. | 0.1 | 0.8 |
| 14 | Stocker St. | 0.1 | 0.8 |
| 15 | Stocker St. | 0.7 | 1.4 |
| 16 | Stocker St. | 0.4 | 1.0 |
| 17 | Palmero Blvd. | 0.3 | 0.9 |
| 18 | Angeles Vista Blvd. | 0.3 | 0.8 |

SOURCE: TAHA, 2024.

Summary

Overall, construction of the Project may result in noise levels that would be disruptive to nearby residences, particularly those that are located directly to the north and south of Project site. Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 am to 9:00 pm Monday through Friday, 8:00 am to 6:00 pm on Saturday or federal holiday, and no construction activity on Sundays. Mitigation Measures **N-1** through **N-3** would reduce construction noise levels to less than 80 dBA, $L_{eq(8-hour)}$ at nearby sensitive receptors. Consistent with the LAMC, all feasible measures would be taken to control construction noise. A less-than-significant impact with mitigation incorporated would occur during construction of the Project.

Operational noise, such as noise from mechanical equipment, outdoor gathering spaces, trash pick-up, service plaza loading and unloading, parking and on-site vehicle movements, and off-site vehicle movements are not expected to cause ambient noise levels at noise sensitive receptor to noticeably increase. **Table 4-18, Composite Noise Levels On-Site and Off-Site Operational Noise Levels at Sensitive Receptors** includes the composite noise level for the combination of on-site sources of noise and off-site mobile noise at each analyzed sensitive receptor. An increase of 3 dBA CNEL in the 24-hour CNEL ambient noise level within the normally unacceptable range would not occur nor. However, a 5 dBA CNEL increase would occur at four sensitive receptors. Impacts related to operational noise would be potentially significant as a result of amplified sound after 10:00 pm and special event noise after 12:00 am. Implementation of Mitigation Measure **N-4** would require the applicant to prepare an acoustical study to determine the potential for noise impacts after speaker equipment and gathering space operations have been determined. The acoustical study would predict operational noise levels and identify any necessary mitigation measures to ensure that the incremental increase in CNEL would remain less than 5 dBA. Implementation of Mitigation Measure **N-4** would ensure that operational noise levels would not exceed the 5 dBA CNEL threshold. Therefore, the proposed project would result in a less-than-significant impact related to operational noise with mitigation incorporated.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated. A significant impact would occur if the Project would generate excessive groundborne vibration or groundborne noise levels. Based on field observations, the primary source of existing groundborne vibration in the vicinity of the Project site is vehicular travel (e.g., standard cars, refuse trucks, delivery trucks, construction trucks, school buses, buses) on local roadways. Operations of the Project would not include significant sources of vibration. Vehicle trips associated with the Project would not generate perceptible levels of groundborne vibration or groundborne noise as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration (FTA, 2018).

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

TABLE 4-18: COMPOSITE ON-SITE AND OFF-SITE OPERATIONAL NOISE LEVELS AT SENSITIVE RECEPTORS

| Sensitive Receptor (Figure 4-2) | Existing Ambient Noise Level (dBA, CNEL) | Composite On-Site Noise Level (dBA, CNEL) | Off-Site Mobile Noise Level (dBA, CNEL) | Composite Operational Noise Level (dBA, CNEL) | New Ambient Noise Level (dBA, CNEL) | Noise Level Increase (dBA, CNEL) |
|---------------------------------|--|---|---|---|-------------------------------------|----------------------------------|
| STANDARD OPERATION | | | | | | |
| 1 | 50.7 | 41.1 | 41.8 | 44.5 | 51.6 | 0.9 |
| 2 | 59.9 | 43.8 | 44.8 | 47.3 | 60.1 | 0.2 |
| 3 | 58.0 | 43.0 | 39.2 | 44.5 | 58.2 | 0.2 |
| 4 | 56.0 | 44.4 | 40.4 | 45.9 | 56.4 | 0.4 |
| 5 | 56.0 | 44.4 | 39.5 | 45.6 | 56.4 | 0.4 |
| 6 | 56.0 | 52.5 | 38.4 | 52.7 | 57.7 | 1.7 |
| 7 | 65.1 | 54.5 | 44.0 | 54.8 | 58.5 | 2.5 |
| 8 | 59.9 | 45.2 | 50.4 | 51.6 | 60.5 | 0.6 |
| 9 | 59.9 | 53.5 | 50.5 | 55.2 | 61.2 | 1.3 |
| 10 | 59.9 | 48.6 | 51.7 | 53.4 | 60.8 | 0.9 |
| 11 | 57.6 | 52.5 | 46.4 | 53.5 | 59.0 | 1.4 |
| 12 | 57.6 | 45.0 | 43.6 | 47.4 | 58.0 | 0.4 |
| 13 | 57.6 | 46.7 | 41.8 | 47.9 | 58.0 | 0.4 |
| 14 | 57.6 | 48.7 | 40.9 | 49.4 | 58.2 | 0.6 |
| 15 | 59.9 | 48.8 | 54.0 | 55.1 | 61.2 | 1.3 |
| 16 | 59.9 | 46.1 | 49.5 | 51.1 | 60.4 | 0.5 |
| 17 | 57.6 | 45.5 | 46.0 | 48.7 | 58.1 | 0.5 |
| 18 | 57.6 | 42.7 | 43.6 | 46.2 | 57.9 | 0.3 |
| SPECIAL EVENT USE | | | | | | |
| 1 | 50.7 | 47.0 | 41.8 | 48.2 | 52.6 | 1.9 |
| 2 | 59.9 | 47.9 | 44.8 | 49.6 | 60.3 | 0.4 |
| 3 | 58.0 | 46.4 | 39.2 | 47.2 | 58.3 | 0.3 |
| 4 | 56.0 | 47.1 | 40.4 | 47.9 | 56.6 | 0.6 |
| 5 | 56.0 | 47.2 | 39.5 | 47.9 | 56.6 | 0.6 |
| 6 | 56.0 | 53.1 | 38.4 | 53.3 | 57.9 | 1.9 |
| 7 | 65.1 | 60.6 | 44.0 | 60.7 | 62.0 | 6.0 |
| 8 | 59.9 | 50.9 | 50.4 | 53.7 | 60.8 | 0.9 |
| 9 | 59.9 | 58.7 | 50.5 | 59.3 | 62.6 | 2.7 |
| 10 | 59.9 | 63.7 | 51.7 | 63.9 | 65.4 | 5.5 |
| 11 | 57.6 | 58.7 | 46.4 | 59.0 | 61.3 | 3.7 |
| 12 | 57.6 | 53.0 | 43.6 | 53.4 | 59.0 | 1.4 |
| 13 | 57.6 | 55.2 | 41.8 | 55.4 | 59.6 | 2.0 |
| 14 | 57.6 | 57.3 | 40.9 | 57.4 | 60.5 | 2.9 |
| 15 | 59.9 | 65.7 | 54.0 | 66.0 | 66.9 | 7.0 |
| 16 | 59.9 | 56.8 | 49.5 | 57.5 | 61.9 | 2.0 |
| 17 | 57.6 | 61.7 | 46.0 | 61.8 | 63.2 | 5.6 |
| 18 | 57.6 | 57.0 | 43.6 | 57.2 | 60.4 | 2.8 |
| SOURCE: TAHA, 2025. | | | | | | |

Because construction activity is short-term and equipment moves around a Project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels in peak particle velocity (PPV) associated with relevant construction equipment are provided in **Table 4-19, *Vibration Velocities for Construction Equipment***.

| TABLE 4-19: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT | | | | |
|--|--------------------------------|----------------|----------------|-----------------|
| Equipment | Vibration Levels | | | |
| | PPV (Inches per Second) | | | |
| | 25 Feet | 50 Feet | 75 Feet | 100 Feet |
| Large Bulldozer | 0.089 | 0.031 | 0.017 | 0.011 |
| Caisson Drilling | 0.089 | 0.031 | 0.017 | 0.011 |
| Loaded Trucks | 0.076 | 0.027 | 0.015 | 0.010 |
| Jackhammer | 0.035 | 0.012 | 0.007 | 0.004 |
| Small Bulldozer | 0.003 | 0.001 | 0.001 | 0.000 |
| SOURCE: FTA, 2018; TAHA, 2024. | | | | |

The City adopted vibration standards for construction activities in August 2024.

The vibration damage thresholds are defined by one of four building categories:

- Fragile Buildings which are extremely susceptible to vibration damage and would include, but not be limited to, existing unreinforced masonry buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings. Vibration damage threshold of 0.1 inches per second PPV.
- Historic Buildings which are considered potential historic resources pursuant to CEQA. Vibration damage threshold of 0.25 inches per second PPV.
- Older Residential Structures which are 50 or more years in age. Vibration damage threshold of 0.3 inches per second PPV.
- New Residential Structures and Modern Industrial/Commercial Buildings which are less than 50 years in age. Vibration damage threshold of 0.5 inches per second PPV.

The vibration annoyance thresholds are as follows:

- Daytime construction activities are permitted to occur with no numerical threshold.
- Nighttime construction activities occurring 7:00 pm and 7:00 am. Monday through Friday, and between 6:00 pm and 8:00 am on Saturdays and anytime on Sundays or national holidays is held to an 80 VdB threshold at the exterior of a vibration sensitive building.

Table 4-20, *Construction Vibration Levels – Damage*, shows vibration levels and the applicable standard at the nearest off-site structures. The vibration levels are a conservative estimate based on a large bulldozer operating at property boundary. Equipment activity at the property edge would be limited by space and the need for maneuvering. Vibration levels generated on-site would not exceed the vibration damage threshold at off-site structures.

TABLE 4-20: CONSTRUCTION VIBRATION LEVELS - DAMAGE

| Sensitive Receptors | Distance (Feet) | Vibration Levels at Structure (In/Sec) | Damage Threshold (In/Sec) | Exceed Damage Threshold? |
|---|------------------------|---|----------------------------------|---------------------------------|
| NON-HISTORIC STRUCTURES | | | | |
| Multi-Family Residences adjacent to the north | 15 | 0.191 | 0.5 | No |
| Crenshaw Methodist Church | 50 | 0.031 | 0.3 | No |
| Residences to the south | 60 | 0.024 | 0.3 | No |
| Escuela Plus Elementary School | 60 | 0.024 | 0.3 | No |
| HISTORIC STRUCTURES | | | | |
| Sanchez Ranch Adobe | 12 | 0.268 | 0.1 | Yes |
| SOURCE: TAHA, 2024. | | | | |

Historic structures are more sensitive to vibration than structures built with modern construction methods and materials. One historic use has been identified that could be potentially exposed to excessive vibration. However, the historic designation only applies to the adobe buildings and not additions added in the 1920s. The City of Los Angeles has established a vibration damage threshold of 0.25 inches per second PPV for historic buildings and 0.1 inches per second PPV for fragile buildings. As the adobe building dates from approximately the 1790s, the fragile buildings threshold has been applied. Vibration levels were analyzed for typical construction equipment such as a large bulldozer and drilling which may be required for building foundations. As shown in **Table 4-20**, Sanchez Ranch Adobe, which is approximately 12 feet to the north of the Project site, would be potentially exposed to vibration levels that would exceed 0.1 inches per second threshold during typical construction in instances heavy construction equipment would be operating frequently along the northern property line of the Project site. Mitigation Measure **N-5** would ensure vibration damage to the historic Sanchez Ranch Adobe buildings, should it occur, would be minimized by implementing building shoring. The pre- and post- construction survey would document baseline conditions and allow for any repairs to be made due to damage potentially caused by operation of heavy construction equipment in its vicinity. Therefore, impacts related to construction vibration damage would be less than significant with mitigation.

Vibration annoyance is another concern related to construction activity. However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. Vibration annoyance can result in impacts if construction activity occurs during nighttime hours when people are more sensitive to vibration. Construction activity would occur within the permissible hours of construction during daytime hours as set by LAMC Section 41.40. Therefore, the proposed project would result in a less-than-significant impact related to vibration annoyance.

In addition to on-site construction activities, construction trucks on the roadway network have the potential to generate vibration. However, rubber-tired vehicles, including trucks, rarely generate perceptible vibration (FTA, 2018). It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, the Project would result in a less than significant impact related to off-site construction truck vibration.

Operations. The Project would not include a significant source of permanent vibration. Project-related vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles and trucks would not be perceptible outside of the roadway right-of-way because

rubber-tired vehicles do not generate significant vibration unless roadway irregularities are present (e.g. potholes). Therefore, no impact would occur related to operational vibration.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project is not located within an airport land use plan nor is it located within two miles of a private airstrip or public airport. There is no potential for the Project to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact would occur.

MITIGATION MEASURES

- N-1** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- N-2** A temporary construction noise barrier, or equivalent noise reduction strategy, shall be installed on the northern property line that is capable of reducing noise by 10 dBA or greater as needed at affected residences.
- N-3** Noise and vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.
- N-4** Amplified sound shall not be permitted after 10:00 pm and special events with no amplified sound equipment shall not be permitted after 12:00 am without further study. The applicant shall prepare an acoustical study to predict operational noise levels of outdoor gathering spaces once the acoustical equipment layout and anticipated event hours and occupancy have been identified. The acoustical study shall predict noise levels based on amplified sound equipment locations, equipment maximum noise level, number of pieces of equipment, and occupancy of each of the outdoor gathering spaces. The acoustical study shall identify any additional mitigation measures to ensure ambient noise levels at sensitive receptors would not result in an incremental increase in community noise equivalent level of 5 dBA or more at surrounding sensitive receptors. Noise reduction methods that may be implemented include, but are not limited to:
- Time restrictions on operation of amplified sound and events.
 - Design features, such as solid barriers to reduce noise at off-site sensitive receptors.
 - Restrictions on decibel levels of amplified sound equipment.
- N-5** Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of Sanchez Ranch Adobe. The survey shall provide a shoring design to protect the identified land uses from potential damage. The qualified structural engineer shall submit a pre-construction

survey letter establishing baseline conditions at the historic buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the historic buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs to shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building.

XIV. POPULATION AND HOUSING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | |

Less Than Significant Impact. A significant impact would occur if the Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The Project is an infill development which would include the demolition of five existing office buildings and a surface parking lot and the construction of a production studio and commercial uses on the Project site. No residential uses are currently located on the Project site, and no residential uses are being proposed as part of the Project. The total number of employees generated as a result of the Project was calculated by the VMT Calculator as demonstrated in the Transportation Assessment for this IS/MND (See Appendix G). The VMT Calculator estimated that the Project would generate a maximum daily population of 889 employees.

While the Project would increase the number of employees on the Project site by 889 persons, it is expected that workers from nearby communities would be available to serve the needs of the Project. Employees are not expected to relocate to the surrounding area and, thus, would not result in a substantial permanent increase in population. Additionally, the Project is located in a developed portion of the City and is served by existing roads and utility infrastructure. To address transportation and pedestrian safety, the Project would implement various pedestrian improvements as well as intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. However, the Project does not propose extension of roads or other infrastructure that would encourage development beyond what is already planned elsewhere in the City. Therefore, the Project would not directly or indirectly induce substantial unplanned population growth, and impacts would be less-than-significant.

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

No Impact. A significant impact would occur if the Project would displace substantial numbers of existing people or housing. The Project site is currently developed with five office buildings. No residential uses are located on the Project site, and no housing would be displaced as a result of the Project. The Project would construct a movie production studio on the Project site and would not require the construction of replacement housing elsewhere. Therefore, no impact would occur.

XV. PUBLIC SERVICES

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

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

a. Fire protection?

Less Than Significant Impact. A significant impact would occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. Fire protection and emergency medical services for the Project site is provided by the LAFD. The Project site and the surrounding area are currently served by LAFD Fire Station No. 94, located at 4470 Coliseum Street, approximately one mile to the north-west of the Project site. Fire Station No. 94 includes a Task Force Engine and Truck, a Paramedic Ambulance, a Rescue Ambulance, and Urban Search and Rescue.

Construction of the Project would generate traffic associated with truck haul trips to import and export materials, vendor trips, and worker trips. Construction activities associated with the Project are not expected to directly block emergency routes since construction would not involve any street closures. Construction activities would be limited to within the construction fencing around the perimeter of the Project site. Although slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies. Furthermore, construction or operation-related traffic generated by the Project would not significantly impact LAFD access or response times within the vicinity of the project as emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code (CVC) Section 21806.

The Project would generate a maximum daily employee population of 889 employees and would therefore incrementally increase demand for fire protection services; however, the Project would be constructed to comply with the requirements of the California Fire Code, which requires adequate fire flow for the Project site, fire prevention and suppression measures, fire access, and a sufficient

number of hydrants. The Project would be designed to accommodate emergency access to and within the Project site. Emergency response vehicles would be able to access the Project site via Stocker Street, and the proposed driveway and service road within the campus would be designed to meet the minimum width and turning dimension requirements of the LAFD. Access to the service road via the fire road connected to Santa Rosalia Drive would be gated, with an automatic gate release for fire trucks and would function as fire lanes for the Project site. LAFD would maintain key access to the service road, and access from Don Felipe Drive would be limited to emergency vehicles. Additionally, the Project would be constructed to meet the current building code requirements for fire safety. The applicant would be required to submit project plans to LAFD and incorporate LAFD fire protection and suppression features that are appropriate for the Project. Compliance with the City's Fire Code and the inclusion of the LAFD fire suppression and suppression measures would ensure that operation of the Project would not cause LAFD to expand the existing Fire Station No. 94, or any other fire stations within the City. Therefore, impacts related to fire protection services would be less than significant and no mitigation measures are required.

b. Police protection?

Less Than Significant Impact. A significant impact would occur if the Project would result in the provision of or need for new or physically altered police protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The LAPD provides police protection services to residents and businesses within the City of Los Angeles. The LAPD Division assigned to the Crenshaw/Baldwin Hills area is the Southwest Community Police Station located at 1546 West Martin Luther King Jr. Boulevard approximately 2.4 "road mile" east from the Project site.

Project construction may generate traffic associated with associated with truck haul trips to import and export materials, vendor trips, and worker trips. However, construction activities would be temporary, limited to within the Project site boundaries, and would not involve the closure of an entire street. Although slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies.

Operations of the Project would generate a maximum daily employee population of 889 employees and would therefore increase the demand for police protection services on the Project site. However, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project site, which would reduce the demand for police protection services. The Project site would include on-site security to monitor entrances and exists, patrol the perimeter of the property, control and monitor activities in the public spaces; manage and monitor fire/life/safety systems, and control and monitor activities in the parking facilities. Project plans would be submitted to the LAPD Crime Prevention Through Environmental Design (CPTED) program for review and appropriate on-site security features would be required by LAPD. CPTED is a strategy used by LAPD to create safer environments by focusing on the design and arrangement of physical spaces. CPTED is used to reduce crime and enhance security by altering the physical environment in ways that discourage criminal activity and promote a sense of safety (LAPD, 2024). The Project incorporates CPTED strategies such as natural surveillance, natural

access control, and territorial reinforcement shown throughout the project's plans. Therefore, impacts related to police protection services would be less than significant.

c. Schools?

Less Than Significant Impact. A significant impact would occur if the Project would induce substantial employment or population growth, which could increase demand for school facilities that would exceed the capacity of the schools, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The Project site is located within the Los Angeles Unified School District (LAUSD). The Project site is currently served by three public school facilities: one elementary school (Hillcrest Drive Elementary School, located 0.6 mile to the northwest), one middle school (Audubon Middle School, located 0.5 mile to the northeast), and one high school (Susan Miller Dorsey Senior High School, located 1.1 miles to the northwest) (LAUSD, 2024). A private school, Escuela Plus Elementary, is also located 0.25 mile to the northwest. In the 2022-2023 school year, Hillcrest Drive Elementary School, which serves grades kindergarten through fifth, had a total enrollment of 549 students. Audubon Middle School, which serves grades sixth through eighth, had a total enrollment of 531 students during the 2022-2023 school year. Susan Miller Dorsey High School, which serves grades ninth through twelfth, had a total enrollment of 802 students during the same school year (CDE, 2024). Escuela Plus Elementary serves grades kindergarten through fifth grade. Student enrollment numbers for this facility are not available to the public. Escuela Plus Elementary is located adjacent to Marlton Avenue north of the Project site, and drivers or pedestrians may use Don Felipe Drive or Santa Rosalia Drive to access the site.

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new or physically altered school facilities to be constructed. No residential units would be constructed as part of the Project. Sidewalks adjacent to the Project site, including Stocker Street, Don Felipe Drive, and Santa Rosalia Drive would remain open during construction and would not result in decreased access to nearby school facilities. As discussed in Response to Checklist Question XIV(a), the Project is anticipated to generate a maximum daily employee population of 889 employees. Although the Project would increase the number of employees on the Project site, the Project is not expected to result in a permanent increase in residential population since workers from nearby communities are expected to serve the needs of the Project. Nevertheless, it is possible that employees from the Project site may decide to have their children attend schools that serves the Project site (rather than from the employees' school of residence), which could increase student population of the schools that serve the Project site. In accordance with California Education Code Section 17620, the Project applicant would be required to pay school district fees to the Los Angeles Unified School District to fund the construction or reconstruction of school facilities. Pursuant to California Government Code Section 65995(3)(h), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities." Therefore, impacts related to school facilities would be less than significant.

d. Parks?

Less Than Significant Impact. A significant impact would occur if the Project would induce substantial population growth resulting in the need for and/or the provision of new or physically altered parks, the construction of which would cause significant environmental impacts. Parks and recreational facilities in the vicinity of the Project site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks (LADRP). Nearby parks and recreational facilities within an approximate two-mile radius of the Project site include Leimert Park Plaza located approximately 0.9 miles southeast of the Project site, Monteith Park located approximately 0.9 miles south of the project site, and Sankofa Park located approximately 1.0 miles of the Project site. Additionally, the Stocker Corridor Trail, whose trailhead is located approximately 950 feet to the southwest of the project site, is operated and maintained by the County of Los Angeles Department of Parks and Recreation (CLADPR). The Project would generate a maximum daily employee population of 889 employees. However, the Project is not expected to result in a permanent increase in residential population since no residential uses are proposed and employees from the Project site would be sourced from nearby communities. Although employees from the Project site may use nearby parks and recreational facilities, the additional demand on nearby parks and recreational facilities are not expected to increase in a manner that would require the need for or the provision of new or physically altered parks and recreational facilities. Therefore, impacts related to parks would be less than significant.

e. Other public facilities?

No Impact. A significant impact would occur if the Project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, that would exceed the capacity available to serve the Project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Los Angeles Public Libraries provides services to the City of Los Angeles through its Central Library, eight regional libraries, and 64 neighborhood branch libraries (LAPL, 2024). The Project site is served by the Exposition Park Drive Mary McLeod Bethune Regional Branch Library located at 3900 South Western Avenue approximately 2.2 miles west of the Project site.

The Project does not propose the development of residential units. Therefore, implementation of the Project would not result in residential population growth. The Los Angeles Public Library is part of the County of Los Angeles Public Library system, which is financed by property taxes from the service area, general county funds, parcel tax, grants, feeds, and funds raised by the Library Foundation. As a result, the Project would contribute to the financing of library services through property taxes, which would mitigate the need for new or physically altered government facilities that support library use. Therefore, no impacts related to library facilities would occur.

XVI. RECREATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Less Than Significant Impact. A significant impact may occur if the Project includes substantial population growth which could generate a demand for parks or recreational facilities that exceed the capacity of existing parks or recreational facilities and causes premature deterioration of the facilities. Nearby public parks and recreational facilities located in the vicinity of the Project site include the Leimert Park Plaza located approximately 0.9 miles southeast of the Project site, Monteith Park located approximately 0.9 miles south of the Project site, Sankofa Park located approximately 1.0 miles of the Project site, and the Stocker Corridor Trail, whose trailhead is located approximately 950 feet to the southwest of the Project site. As previously discussed, the Project does not propose the development of residential uses which would create a demand for nearby parks and/or recreational facilities. Although the Project would not result in a permanent increase in population, the 889 maximum daily employees generated by the Project may utilize nearby parks and recreational facilities for recreational purposes, which could create additional demand for these parks and recreational facilities. However, the potential increase in the use of existing public park and recreational facilities by the Project would not be at a level that would result in physical deterioration of existing parks and other recreational facilities and would not require or need new or physically altered facilities. Thus, the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause or accelerate adverse deterioration of existing parks and recreational facilities. Therefore, a less-than-significant impact would occur.

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

No Impact. A significant impact would occur if the Project would include or require the construction or expansion of recreational facilities, the construction and operation of which would have an adverse physical effect on the environment. The Project does not include any parks and recreational facilities. The Green Plaza would be designed with greenspace and hardscape as well as bench seating. The Green Plaza would provide 31,000 square feet of open space area between Buildings A, B and F with hardscape and landscape designed for community gatherings and special events. The Green Plaza would provide pedestrian access connections between Building A, the Service Plaza Level, and Building F and recreational benefits for on-site employees and public visitors to the Project site. Therefore, no impact would occur.

XVII. TRANSPORTATION

The following analysis summarizes and incorporates by reference the information provided in the Transportation Assessment for the Stocker Street Studios Project (Transportation Assessment) prepared by KOA, dated March 2024. A Memorandum of Understanding (MOU) establishing the parameters for the Transportation Assessment was prepared and approved by the Department of Transportation (LADOT) and the County of Los Angeles. The Transportation Assessment is included as Appendix H of this IS/MND.

Senate Bill (SB) 743 [Public Resources Code Section 21099(d)] directs the Governor’s Office of Planning and Research (OPR) to develop revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Public Resources Code Section 21099 defines transit priority areas as “area[s] within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.” Public Resources Code Section 21099 recommends potential metrics to measure transportation impacts, including but not limited to: vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, and automobile trips generated.

Public Resources Code Section 21099 applies to the Project. Therefore, the transportation impact discussion shall employ VMT as its primary metric for measuring the transportation impacts of the Project. These guidelines do not presume that a project will not result in significant impacts related to air quality, noise, safety, or any other impact associated with transportation.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less Than Significant Impact. A significant impact would occur if the Project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The LADOT Transportation Assessment Guidelines (TAG) set forth the thresholds of significance for evaluating and determining transportation impacts based on SB 743 and Public Resources Code Section 21099. The LADOT TAG requires the preparation and submission of a transportation assessment for development or transportation projects generate a net increase of 250 or more daily vehicle trips and requires discretionary action. The TAG concluded that the Project would result in an average 3,397 net daily trips to and from the Project site and 25,018 net daily vehicle miles traveled (VMT).

According to the LADOT TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent with programs, plans, ordinances, and policies addressing the circulation system. A project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The City of Los Angeles has adopted additional programs, plans, ordinances, and policies addressing the City's circulation system, including the Transportation Element of the City's General Plan (Mobility Plan 2035), Plan for a Healthy LA, and Vision Zero Action Plan. The SCAG 2020-2045 RTP/SCS is the regional transportation plan applicable to the Project. The Crenshaw Corridor Specific Plan does not include distinct guidelines related to transportation impacts. Additional applicable plans and policies reviewed for consistency include the Los Angeles County Vision Zero Action Plan, the West Adams – Baldwin Hills – Leimert Park Community Plan, AB 2097, Citywide Design Guidelines, the LAMC, and City Planning Department's Walkability Checklist. These plans, policies, and programs generally support multimodal transportation options and projects which reduce VMT, including infill development and development within TPAs. The Project's consistency with these plans, policies, programs, and ordinances are presented in **Table 4-20, *Demonstration of Project Consistency with Programs, Plans, Ordinances or Policies Addressing the Circulation System***, below.

The Project would not conflict with policies supporting alternative transportation modes. As discussed in Section 3.2.2, the Project site is serviced by Metro Bus Line 102, the LADOT Crenshaw Clockwise Line, and the Metro K Line Martin Luther King Jr. Station. The nearest Line 102 bus stop is located at the intersection of Stocker Street and Don Felipe Drive, while the nearest Crenshaw Clockwise Line bus stop is located adjacent to the Project site along Santa Rosalia Drive. The Metro K Line station is located within 0.5 mile of the Project site, and therefore, the Project site is located within a TPA. The Project does not include components that would disrupt services for these transportation lines.

TABLE 4-20: DEMONSTRATION OF PROJECT CONSISTENCY WITH PROGRAMS, PLANS, ORDINANCES OR POLICIES ADDRESSING THE CIRCULATION SYSTEM

| Goal/Objective/Policy | Project Impacts Implementation? | Notes |
|--|---------------------------------|--|
| CITY OF LOS ANGELES GENERAL PLAN, MOBILITY PLAN 2035 | | |
| Goal 3.3: “Land Use Access and Mix” | No | Consistent. The Project would introduce a regional employment center within 0.5 mile of the Metro K Line Martin Luther King Jr. Station and would comply with transit oriented development (TOD) incentives. |
| Goal 5.2: “Vehicle Miles Traveled (VMT)” | No | Consistent. The Project would integrate TDM measures including reduced parking supply and bicycle parking and amenities. |
| Goal 5.3: “Alternative Metrics” | No | Consistent. The Project would evaluate transportation impacts using VMT as the primary metric. |
| CITY OF LOS ANGELES GENERAL PLAN, HEALTH, WELLNESS, AND EQUITY ELEMENT (PLAN FOR A HEALTHY LA) | | |
| Policy 5.7: “Land Use Planning for Public Health and GHG Emission Reduction” | No | Consistent. The Project would support Policy 5.7 by its proximity to transit service and on-site amenities for visitors and employees. The development of the Project will not preclude the Plan’s goals of promoting active transportation and a healthy city. As a mixed-use project in a transit-oriented community with short-term and long-term bicycle parking, the Project will be conducive to this active mode of travel for employees and guests alike. |
| CITY OF LOS ANGELES GENERAL PLAN, LAND USE ELEMENT (WEST ADAMS – BALDWIN HILLS – LEIMERT PARK COMMUNITY PLAN) | | |
| Goal LU 14: “A community that conserves, enhances and regenerates its distinctive “main street” character by promoting continued pedestrian orientation of commercial areas.” | No | Consistent. The Project site would construct commercial uses which would foster and enhance pedestrian orientation along Stocker Street. The first floor of Building A would include food court uses open to the public which are oriented towards Stocker Street and Santa Rosalia Drive. The Project would include architectural ornamentation and signage which would enhance the distinct character of the Project site. |
| Goal LU 15: “A community that prioritizes mixed-use projects within community commercial nodes, centers and transit-oriented development areas.” | No | Consistent. The Project would be an infill development within a one-half mile of a major transit stop. The Project would have a 10 percent parking reduction due to its proximity to transit. The Project would provide 32 short-term bicycle parking spaces throughout the Project site. Building F would provide a community room at street level. |
| CRENSHAW CORRIDOR SPECIFIC PLAN | | |
| General | No | Consistent. The Project is located in the Crenshaw Corridor Specific Plan. The Specific Plan does not include distinct guidelines related to transportation impacts. The part of the Project site within Subarea C is zoned as Community Commercial land use, therefore, the regulations do not apply. |

TABLE 4-20: DEMONSTRATION OF PROJECT CONSISTENCY WITH PROGRAMS, PLANS, ORDINANCES OR POLICIES ADDRESSING THE CIRCULATION SYSTEM

| LOS ANGELES MUNICIPAL CODE (LAMC) | | |
|--|-----|--|
| Section 12.21.A.16 (Bicycle Parking) | No | Consistent. The Project would, at a minimum, comply with the required short- and long-term bicycle parking pursuant to LAMC Section 12.21 A16. The Project will provide a minimum of 32 short-term and 50 long-term bicycle spaces throughout the Project site. |
| Section 12.26J (TDM Ordinance) | No | Consistent. The TDM ordinance states that a development must implement and comply with which includes displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Project will be in compliance with the Code. This includes reducing the parking supply and providing the required bicycle parking spaces. It should be noted that the Project will feature reduced parking supply and bicycle parking as TDM strategies for the VMT analysis, as discussed in Section 4.2. In reviewing the abovementioned LAMC requirements, the Project does not conflict with the bicycle, vehicle, or TDM policies. |
| VISION ZERO ACTION PLAN – CITY OF LOS ANGELES | | |
| High Injury Network (HIN) | Yes | Consistent. Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. As part of Vision Zero, the City developed a High Injury Network (HIN) that identifies roadways with high numbers of traffic collisions causing serious injury and death. No street adjacent to the Project site is classified as a HIN roadway. By maintaining the existing sidewalks and infrastructure, the Project will not negatively affect the safety of pedestrians, bicycles, and other vulnerable roadway users. |
| VISION ZERO ACTION PLAN – LOS ANGELES COUNTY | | |
| Collision Concentration Corridors | Yes | Consistent. Vision Zero was initiated by the County of Los Angeles Board of Supervisors in February 2017 with the goal of eliminating all traffic fatalities on unincorporated County roadways by 2035. The County of Los Angeles analyzed Collision Concentration Corridors that identify half-mile roadway segments that contained three or more fatal or severe injury collisions between January 1, 2013 and December 31, 2017. Stocker Street between Santa Rosalia Drive and Presidio Drive is classified as a Collision Concentration Corridor. The Project will comply with the County's Vision Zero by enhancing safety for non-motorized users by implementing pedestrian plazas and bicyclist facilities to improve the existing sidewalks and infrastructure. |
| ASSEMBLY BILL (AB) 2097 | | |
| Proximity to Major Transit Stop | No | Consistent. Projects (including residential, commercial, and industrial) located with one-half mile of a major transit stop are generally eligible for the automobile parking reduction provided by AB 2097. As a commercial mixed-use development Project within one-half mile of a major transit stop (Martin Luther King Jr. Station), the Project is eligible for this parking reduction. The Project proposes providing a total of 375 parking spaces (366 in the Parking Garage and five surface spaces), below the standard LAMC parking requirements. |

TABLE 4-20: DEMONSTRATION OF PROJECT CONSISTENCY WITH PROGRAMS, PLANS, ORDINANCES OR POLICIES ADDRESSING THE CIRCULATION SYSTEM

| CITYWIDE DESIGN GUIDELINES | | |
|--|-----|--|
| Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all. | Yes | Consistent. The Project would provide sufficient pedestrian access to the Project site via entrances along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive sidewalk. The Project would provide pedestrian plazas connecting to the existing sidewalk to activate the walkability of the area. |
| Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience | Yes | Consistent. The proposed vehicular driveways would limit the number of conflicting vehicles that will cross the pedestrian path of travel, provide adequate site distance to identify pedestrians, and reduce the potential for dangerous pedestrian-vehicle conflicts. |
| Guideline 3: Design projects to actively engage with streets and public space and maintain human scale | Yes | Consistent. The Project is designed to present a street frontage along Stocker Street and Santa Rosalia Drive that has retail store fronts, pedestrian engagement, and open spaces areas. |
| DEPARTMENT CITY PLANNING WALKABILITY CHECKLIST | | |
| For Multi-Family Residential & Commercial Mixed-Use Projects: Promote the provision of pedestrian-friendly, street-fronting entrances to residential developments at surface grade. | Yes | Consistent. The Los Angeles Department of City Planning's Walkability Checklist promotes pedestrian-friendly features in the public right-of-way and on private property. The Project frontage on Stocker Street and Santa Rosalia Drive will provide multiple entrances to the Project's commercial land uses for easy pedestrian-friendly access. |
| SOURCE: DCP, 2004; DCP, 2008; DCP, 2016a; DCP, 2016b; DCP, 2019; DCP, 2021; LADOT, 2024; LACDPW, 2019. | | |

There are no officially designated bicycle paths on Stocker Street, Don Felipe Drive, or Santa Rosalia Drive, and the project would not affect any bikeways. The Project would provide bicycle parking throughout the Project site. Additionally, the existing sidewalks along Don Felipe Drive, Stocker Street, and Santa Rosalia Drive would remain with implementation of the Project and would continue to be used by pedestrians to access the Project site and the surrounding area.

Based on the reviews, the Project will support and not preclude the implementation of the City's transportation-related goals and policies. Therefore, a less-than-significant impact would occur.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. A significant impact would occur if the project would conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b). CEQA Guidelines Section 15064.3 identifies VMT as a criteria for evaluating a project's transportation impact.

The LADOT TAG includes the following screening and impact criteria to determine whether a development project would conflict or be inconsistent with CEQA Guidelines Sections 15064.3, subdivision (b), resulting in a potentially significant impact:

- For residential projects, if the project would generate household VMT per capita exceeding 15 percent below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located;

- For office projects, the project would generate work VMT per employee exceeding 15 percent below the existing average work VMT per employee for the APC in which the project is located;
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT; or
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

The Project would qualify as a “regional serving project”. Two forms of VMT were analyzed in the Transportation Assessment (See Appendix G): (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development.

The VMT Calculator used in the Transportation Assessment accounted for the various transportation demand management (TDM) strategies including reduce parking supply, bike parking and showers, promotions and marketing, ride-share program, traffic calming improvements, and pedestrian network improvements the Project will be incorporating and concluded that the Project would generate a work VMT of 8.5 miles per employee, resulting in a net increase in VMT. However, the Project is located within the South LA APC area, where a work VMT of 11.6 per employee is the threshold corresponding to 15 percent below the average work VMT per employee. As such, the project results in a VMT that is less than the threshold of significance.

Thus, the Project would not conflict with CEQA Guidelines Section 15064.3(b), and no impact would occur.

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

Less Than Significant Impact With Mitigation. A significant impact would occur if the Project would introduce design features or incompatible uses that would increase hazards.

The TAG also establishes two screening criteria to assist in determining which development projects would potentially result in impacts due to geometric design hazards or incompatible uses. If either of the following conditions is present for a proposed development project, then further analysis of the potential hazards is required:

1. The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.
2. The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).

The Project includes one new right-turn only ingress driveway on Stocker Street for service studio trucks. The new driveway is expected to provide adequate sight distance in order to identify conflicting vehicular, pedestrian, and bicycle traffic. The existing driveway on Don Felipe Drive would be removed and the existing driveway on Santa Rosalia Drive would experience no modifications to Stocker Street intersecting with their respective streets at right angles and providing adequate sight distance to identify conflicting traffic.. The Project has the potential to

increase queue lengths at the intersection of Santa Rosalia and Stocker Street which has the potential to interfere with traffic flows on Stocker Street and/or Santa Rosalia Drive. To address any potential hazards that could result from such queuing Mitigation Measure **T-1** would be implemented. Mitigation Measure **T-2** would address pedestrian safety. Therefore, the Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards as the added driveway provides right-turn-in only access. The Project is not expected to contribute to a significant cumulative hazard impact since the access to adjacent properties would not be altered by the construction of the Project or other developments. Therefore, a less-than-significant impact with mitigation would occur.

d. Result in inadequate emergency access?

Less Than Significant Impact. A significant impact would occur if the Project would result in inadequate emergency access. The Project would be designed to allow adequate emergency access to the Project site in accordance with the City and County driveway standards and LAFD requirements. Additionally, the proposed drive aisles would be designed to meet the minimum width and turning dimensions as required by LAFD. Most construction activities for the Project are anticipated to be contained within the Project site. However, the temporary closure of a portion of the roadway width along Stocker Street, Santa Rosalia Drive and/or Don Felipe Drive, adjacent to the Project site, may be necessary for certain phases of construction. All construction activity is temporary; therefore, any disruptions would be relatively short-term in nature. In addition, the Project would prepare a Construction Staging and Traffic Management Plan, to be approved by LADOT. This plan would detail the measures enacted to mitigate negative effects on traffic during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project would obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction would also be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the effects of construction traffic to congested roadways and residential streets. Therefore, the Project would not result in inadequate emergency access, and a less-than-significant impact would occur.

MITIGATION MEASURES

- T-1** The Project shall implement the following intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street
- Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
 - Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
 - Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.
- T-2** The Project shall install stop signs or electronic warning devices at site access points; install stop-signs and pavement markings internal to the site; and install devices to augment driver/pedestrian sight lines.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact With Mitigation Incorporated. Research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated May 5, 2022 shows that there are: 11 cultural resource reports and studies within a 0.5-mile Project radius, Of these studies, two include a portion of the Project site and none are immediately adjacent to the Project site, 11 cultural resources within a 0.5-mile Project radius, of these resources none are recorded within the Project site and one is recorded adjacent to the Project site. The NAHC Sacred Lands File dated May 27, 2022 states that a records search was conducted for the Project site and the results were positive.

On November 20, 2024, the City began the AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation who submitted a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources, see Section XVIII, Tribal Cultural Resources in this Initial Study. After analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City concluded the AB 52 consultation on March 26, 2024 and imposed a mitigation measure as a condition on the Project, which is a modified version of the City’s standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The Project would be required to comply with Mitigation Measure **TCR-1**. With the implementation of Regulatory Compliance Measures and Mitigation Measure **TCR-1**, impacts would be less than significant.

Mitigation Measures

TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the Project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation

establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.
3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.
5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

XIX. UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less Than Significant Impact. A significant impact would occur if the Project required or resulted in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects.

Water Supply. Domestic water service is provided to the Project site by the LADWP. Water is supplied to the City of Los Angeles from four primary sources: the Los Angeles Aqueducts, local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water. MWD purchases water from the Colorado River Aqueduct and the State Water Project.

The Urban Water Management Plan (UWMP) is the legal and technical water management foundation for water suppliers throughout California. The California Legislature requires urban

water suppliers to prepare an updated UWMP every five years. A water supplier's UWMP must include a Drought Risk Assessment (DRA) to assess water supplies, water uses, and the resulting water supply reliability under reasonable prediction for five consecutive dry years (2021-2025).

According to the LADWP UWMP, most recently updated in 2020, water use within the City was an average 495,685-acre feet (AF) per year between 2016-2020 and is forecasted to be 565,7551 AF by 2045. The DRA for the City of Los Angeles UWMP no anticipated shortage of water supplies over the five-year drought period beginning in 2021-2025. The LADWP anticipates adequate water supplies for years 2020 to 2045 under normal, single-dry year, and multiple dry year conditions. This factors in the population growth and a normal, single dry, and five consecutive dry years over a 25-year period. The LADWP 2020 UWMP is expecting a population increase of almost 562,918 between 2025 and 2045, with a total water production increase by 11 percent from 2020 to 2045. As an infill commercial development, the Project would be consistent with the growth assumptions for the City and would not alter the assumptions of the 2020 UWMP.

The CalEEMod analysis conducted for the Greenhouse Gas Emissions analysis (See Appendix F) estimated that the Project would consume over 51 million gallons of water per year, or approximately 159 AF annually. The Project is therefore anticipated to increase the LADWP annual water demand by less than one hundredth of one percent. The estimated water demand of the Project would be typical for studio production uses and is not expected to exceed available supplies or the available capacity within the LADWP distribution infrastructure. The need for new site-specific water supply infrastructure or upgrades would be determined in coordination with the City at the time specific development projects are proposed. The Project would cooperate with the City of Los Angeles Bureau of Engineering to determine whether a Sewer Capacity Availability Report would be required prior to the start of construction.

The Project would be required to comply with Sections 5.303 and 5.304 of the CalGreen Code, as adopted by the City, which require indoor and outdoor water conservation measures to be implemented for nonresidential development, such as low flush toilets, aerators on sinks and showerheads, water efficient appliances, and water-efficient automatic irrigation system controllers. Therefore, impacts related to water supply would be less than significant.

Wastewater. Wastewater generated from the Project site would be collected by the sewer mainline located under the northern boundary of the Project site, which is maintained by the Los Angeles Sanitation and Environment (LASAN). The existing wastewater collection system includes more than 6,700 miles of public sewers, which convey approximately 400 million gallons per day (MGD) to the City's four wastewater treatment and water reclamation plants. LASAN is responsible for operating and maintaining four treatment and water reclamation plants: the Hyperion Water Reclamation Plant (HWRP), the Donald C. Tillman Water Reclamation Plant, the Los Angeles – Glendale Water Reclamation Plant (LAG), and the Terminal Island Water Reclamation Plant. The Project site is located within the HWRP service area. The HWRP is the largest of the water reclamation plants, designed to accommodate a maximum daily flow of 450 million gallons of water per day (MGD) and peak wet weather flow of 800 MGD (LASAN, 2024).

As discussed above, the CalEEMod analysis estimated that the Project would consume approximately 51 million gallons of water per year, or 0.14 MGD, which represents less than one percent relative to capacity. HWRP would have adequate available capacity to serve the Project site, and the Project would not cause the HWRP to exceed the City's wastewater treatment requirements. The Project would connect to existing wastewater sewage lines. Any new site-

specific wastewater infrastructure or upgrades required for the Project would be determined in coordination with the City. Additionally, the Project site is not located in an area of constrained sewer capacity (DCP, 2006).

Additionally, the City is required to implement a Sewer System Management Plan (SSMP) to properly manage, operate, and maintain all parts of the collection system, especially for controlling and mitigating sewer spills. The SSMP includes the City's Wastewater Capital Improvement Program (WCIP), a 10-year expenditure plan which identifies multiple projects to upgrade wastewater infrastructure throughout the City that are identified to be in the design stage, construction phase, or completed work. Therefore, impacts related to wastewater would be less than significant.

Stormwater Drainage. The Project site is located in a highly urbanized area predominantly covered with paved roads and other impervious surfaces. The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) constructs and maintains the local storm drains and catch basins along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive which collect and convey stormwater. As discussed in Response to Checklist Question X(c), the Project site is covered with impervious surfaces. The Project would have a similar amount of impervious surfaces on the Project site as existing conditions, and runoff leaving the Project site would not substantially increase compared to existing conditions. As with existing site conditions, stormwater runoff would be conveyed to landscaping along the perimeter of the Project site and to the existing storm drains along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive. The Project would be required to comply with LAMC Chapter 9, Article 1, Division 70 regarding drainage and grading.

Additionally, the City's Safety Element of the General Plan includes Program 10, "Increase Stormwater Capture", which encourages stormwater capture on public and private properties, including projects not subject to the LID ordinance and in open spaces areas, installation of permeable pavement, green roofs, trees, bioswales, rainwater catchment and infiltration systems. The Project would include the Green Plaza and perimeter landscaping to reduce stormwater runoff. The Project would be subject to the latest requirements of the NPDES permit program, the RWQCB, and applicable pollution control and stormwater drainage measures. Therefore, the Project would not cause a substantial increase in stormwater runoff exceeding the drainage capacity of existing stormwater drainage facilities or cause new or expanded stormwater drainage facilities beyond those that would be installed by the Project would not be required, and impacts would be less than significant.

Electric Power and Natural Gas. Energy use associated with the Project at full build-out would be typical of studio production uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The Project would be served by LADWP for electricity, and the Southern California Gas Company (SoCalGas) for natural gas. The Project site is in a developed, urbanized portion of the City that is served by existing electrical power and natural gas services.

The CalEEMod analysis estimated that the Project would consume approximately 3.7 million kilowatt hours (kWh) of electricity and 6.8 million kilo British Thermal Units (kBTU) of natural gas per year. Any decisions to upgrade or make changes to the existing infrastructure to meet a change in electrical power and natural gas demand resulting from the Project would be determined by LADWP

and/or SoCalGas. No substantial electrical or natural gas infrastructure would need to be relocated to accommodate the Project. Therefore, impacts associated with electric power and natural gas facilities would be less than significant.

Telecommunications. Telecommunication services include phone, television, and internet providers. The Project site consists of an urbanized portion of the City that is served by existing telecommunications services. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and is not expected to cause significant environmental effects. Therefore, impacts associated with telecommunication services would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project increased water usage such that the Project site would not have enough water supplies during normal, dry and multiple dry years. As discussed in Response to Checklist Question XIX(a), LADWP will have sufficient water supplies would be available to serve the Project during normal, single dry, and multiple dry years through 2045. Therefore, impacts related to water supplies would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the Project's wastewater generation exceeded the capacity of the Project site's wastewater treatment provider. As discussed in Response to Checklist Question XIX(a), wastewater generated within the Project site is treated at one of the four City wastewater treatment plans. While the Project would increase wastewater generation within the Project site by approximately 0.14 MGD, the existing wastewater treatment system currently has sufficient available treatment capacity to adequately serve the development facilitated by the Project. No new entitlements or resources would be required to meet the expected wastewater needs and a less-than-significant impact would occur.

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

Less Than Significant Impact. A significant impact would occur if the Project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The City BOS administers solid waste management to the Project site, including collection and disposal services and landfill operation. Private contractors collect waste generated by all commercial and industrial sources, as well as construction waste.

Sunshine Canyon Landfill, located in Sylmar, has been handling the solid waste disposal needs for City and County of Los Angeles residents for approximately 50 years. The Landfill has a

maximum daily permitted tonnage of 12,100 and a design capacity of 140,900,000 cubic yards. According to the permit, the estimated closure date for the landfill is 2037, and there is a remaining capacity of 77,900,000 cubic yards (CalRecycle, 2024c).

The CalEEMod analysis estimated that the Project would generate 376.2 tons of solid waste per year, which is less than one percent of the remaining capacity of Sunshine Canyon Landfill. The Landfill therefore has sufficient capacity to accommodate the increased solid waste disposal needs. Furthermore, the Project would address the reduction of solid waste through the implementation of recycling and reuse programs. Therefore, impacts related to solid waste would be less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact would occur if the Project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The California Integrated Waste Management Act of 1989 (AB939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, the Act requires City and County jurisdictions to divert 50 percent of the total waste stream from landfill disposal by the year 2000. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. As of 2000, implementation of AB 939 has successfully reduced landfill waste in the City by approximately 62 percent.

The City's Solid Waste Integrated Resources Plan (SWIRP), also known as the Zero Waste Plan, is a long-term plan through 2030 for the City's solid waste programs, policies and environmental infrastructure. SWIRP sets a City goal of 90 percent solid waste diversion rate by 2025, which will be implemented through an enhancement of existing policies and programs, implementation of new policies and programs, and capital improvements. The Project would be required to participate in the City's recycling and composting programs during construction and operations.

In addition, the Project would be required to comply with Sections 4.408 of the CalGreen Code, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Therefore, impacts related to solid waste would be less than significant.

XX. WILDFIRE

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as a very high fire hazard severity zone (VHFHSZ) and would substantially impair an adopted emergency response plan or emergency evacuation plan. A fire hazard severity zone is a mapped area developed by CalFire that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as Very High or High Fire Hazard Severity Zones are the most likely to experience wildfire. The Project site is not located in a state responsibility area or in a VHFHSZ, as identified by CalFire, but is near the Kenneth Hanh State Recreation Area VHFHSZ to the west of the Project site.

The adopted emergency response plan is the Emergency Management Department's Base Emergency Operation Plan (EOP), which delineates the overall emergency management system for the City. The Hazard Specific Annex of the EOP defines procedures necessary for City departments to respond to brush fire related emergency events. LAPD is identified in the

Evacuation Annex of the EOP as the lead agency for conducting evacuations. In the event of natural disasters, the City would follow the Emergency Management Department's EOP and guidance from the City of Los Angeles government agencies, including adopted emergency response plans or emergency evacuation plans (Los Angeles Emergency Management Department, 2023). The Los Angeles County Department of Public Works officially designates Los Angeles County disaster routes, which are freeways, highways, or arterial routes utilized to bring in emergency personnel, equipment, and supplies to impacted areas. The nearest identified official disaster route is Martin Luther King Jr. Boulevard, located 0.3 mile to the northeast of the Project site (LACDPW, 2024).

As discussed in Response to Question XV(a), construction activities of the Project would be temporary, limited to within the Project site boundaries, and would not involve the closure of a street that is classified as an emergency evacuation route or disaster route. During construction and operation of the Project emergency access would remain available along all surrounding streets. As the Project site is located near but not within a VHFHSZ and would not impair an adopted emergency response plan or emergency evacuation plan, a less-than-significant impact would occur.

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

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as VHFHSZ and would exacerbate wildfire risks that would expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire. The Project site is in an urbanized area with fire hydrants provided in accordance with LAFD requirements for the specific area. Wind rose data for Downtown Los Angeles and the University of Southern California area capture wind blowing from a west south-west frequency downhill (Midwestern Regional Climate Center, 2024). Since the Project site is located adjacent to the Kenneth Hanh State Recreation Area VHFHSZ, should a wildfire occur, there is the potential risk that the wind would blow fire towards the direction of the Project site. According to CalFire, the last wildfire in the area was in Ladera Heights on July 2nd, 1994, which burned approximately 10 acres (CAL FIRE, 2024a). However, all proposed buildings under the Project would be constructed according to the California Fire Code. The Project would not contain any structural elements or operational activities that would exacerbate wildfire risks. As a result, it is unlikely that the Project would expose project occupants to uncontrolled spread of wildfire or pollutant concentrations from wildfire. Therefore, impacts would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as VHFHSZ and would require the installation or maintenance of infrastructure that may exacerbate the risk of fire or ongoing impacts to the environment. The Project site is located adjacent to a VHFHSZ. However, the Project site is in an urbanized location and would be adequately served by existing facilities and utilities. The

Project would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Thus, the Project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, the Project would adhere to relevant building design codes, including the California Fire Code. Therefore, impacts would be less than significant.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. A significant impact would occur if the Project would be located in or near a state responsibility area or land classified as VHFHSZ and would expose people or structures to significant risks after a wildfire, such as downslope or downstream flooding or landslides. The Project site slopes about 38 feet northwest to northeast and is located adjacent to a landslide area and hillside VHFHSZ. As discussed in Response to Checklist Question X(d), the Project site is not located in an area at risk of flooding. The Project would not significantly increase the size of impervious surfaces on the Project site and would therefore not result in significant drainage changes or an increase in stormwater runoff. As discussed under Response to Checklist Questions VII(a.iii) and VII(a.iv), the Project site is not located within a liquefaction hazard zone or an earthquake-induced landslide area. Thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | | |

Less Than Significant Impact with Mitigation Incorporated. A significant impact would occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As discussed under Checklist Topics IV (Biological Resources) and V (Cultural Resources), the Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Compliance with existing regulations would reduce impacts to less than significant levels.

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

Less Than Significant Impact with Mitigation Incorporated. The LADOT TAG states that a cumulative impact could occur if the Project as well as other future development projects located on the same block were to preclude the City’s ability to serve transportation user needs as defined by the City’s transportation policy framework. Future development projects are considered Related Projects in this cumulative analysis include known development projects within a one-mile radius of the Project site. The Transportation Assessment identified a total of 16 related projects for the Project.

A significant impact may occur if the Project, in conjunction with other related projects in the area of the Project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. In accordance with CEQA Guidelines, this IS/MND includes an evaluation of the Project’s cumulative impacts. An adequate discussion of a project’s significant cumulative impact, in combination with other closely Related Projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation. There are 16 related projects as shown in Table 4-21, *List of Related Projects*, in the vicinity of the Project site that were identified in the Traffic Assessment prepared for the Project.

| TABLE 4-21: LIST OF RELATED PROJECTS | | | | |
|---|-------------------------|-----------------------------------|---|---|
| No. | Project Location | Distance from Project Site | Description | Size |
| 1 | 4101 S. Somerset Dr. | 1,790 feet | Residential – Multifamily Housing (Mid Rise) | 36 DU |
| 2 | 3831 W. Stocker St. | 75 feet | Apartments | 127 DU |
| 3 | 5300 S Crenshaw Blvd. | 4,900 feet | <u>Crenshaw Apartments</u> Apartments Affordable Housing Retail | 73 DU 9 DU 1,847 DU |
| 4 | 4421 S. Crenshaw Blvd. | 2,310 feet | <u>Treehouse Leimert Park</u> Apartments Affordable Housing Retail Restaurant | 90 DU 11DU 7.295 KSF 3.173 KSF |
| 5 | 4605 S. Crenshaw Blvd. | 2,620 feet | 4611 Crenshaw Residential – Multifamily Housing (Mid Rise) Residential – Affordable Housing Residential – Multifamily Housing (Low Rise) | 173 DU 22 DU (4) DU |

TABLE 4-21: LIST OF RELATED PROJECTS

| | | | | |
|----|--------------------------------------|------------|--|--|
| 6 | 4008 W. Martin Luther King Jr. Blvd. | 3,090 feet | <u>4008 W. Martin Luther King Jr. Blvd.</u> Apartments Affordable Housing Retail | 63 DU 7DU 0.437 KSF |
| 7 | 4827 Crenshaw Blvd. | 3,360 feet | <u>4827 Crenshaw Blvd.</u> Residential – Multifamily Housing (Mid Rise) Residential – Affordable Housing | 27 DU 5 DU |
| 8 | 5365 S. Crenshaw Blvd. | 5,240 feet | <u>5365 Crenshaw Blvd.</u> Residential – Multifamily Housing (Mid Rise) Residential – Affordable Housing Commercial – Strip Retail Plaza' Commercial – Strip Retail Plaza' | 42 DU 6 DU 1.244 KSF (9.878) |
| 9 | 3650 Crenshaw Blvd. | 5,040 feet | Retail | 298.800 KSF |
| 10 | 3900 W. Martin Luter King Jr. Blvd. | 2,510 feet | <u>Marlton Square Redevelopment</u> Commercial -General Office Retail – Supermarket Industrial – General Light Industrial | 300 KSF 19.000 KSF 19.000 KSF |
| 11 | 3650 W. Martin Luter King Jr. Blvd. | 310 feet | <u>Baldwin Hills/Crenshaw Plaza Mixed- Use Development</u> Apartments Condominiums Other Office Other Other Retail Other | 410 DU 551 DU 400 Rooms 148.000 KSF 50.000 KSF 2,823 Seats 978.251 KSF 44.025 KSF |
| 12 | 5311 S. Crenshaw Blvd. | 4,950 feet | <u>Charter School</u> School | 900 Students |
| 13 | 4018 S. Buckingham Rd. | 2,440 feet | <u>The Metro at Buckingham</u> Senior Housing | 130 DU |
| 14 | 4115 W. Martin Luter King Jr. Blvd. | 3,600 feet | <u>MLK Jr. Charter Middle School</u> School | 500 Students |
| 15 | 4252 S. Crenshaw Blvd. | 950 feet | Residential – Apartments | 110 DU |
| 16 | 4242 S. Crenshaw Blvd. | 980 feet | <u>4242 S. Crenshaw Blvd.</u> Apartments Affordable Housing Retail | 113 DU 11DU 5.750 KSF |

DU = Dwelling Units; KSF = 1,000 Square Feet

SOURCE: KOA, *Transportation Assessment Stocker Street Studio Project*, March 22, 2024.

Aesthetics

Development of the Project in conjunction with the Related Projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of the City. With respect to aesthetics and views, and shade and shadow impacts, none of the Related Projects are located in proximity to the Project site such that their development would affect the aesthetic character of the site or its immediate surroundings. There are no scenic or protected views in the area. Views in the immediate area would not be affected by the Project or the nearest Related Project. Development of the Related Projects is expected to occur in accordance with adopted plans and regulations. As per SB 743, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, the Project would make a cumulatively considerable and cumulative aesthetic impacts would be less than significant.

Agriculture and Forestry Resources

Development of the Project in combination with the Related Projects would not result in the conversion of state-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Project site and the surrounding area are highly urbanized area and do not include any agricultural lands or forest uses. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts and no cumulative impacts to agricultural or forestry resources would occur.

Air Quality

In accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance and therefore is considered less than significant. Additionally, the Project would be in compliance with the assumptions of the AQMP. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts and cumulative air quality emissions would be less than significant.

As with the Project, construction of the Related Projects is expected to involve standard construction activities and potential construction odors would include diesel exhaust emissions, roofing, painting, and paving operations. There would be situations where construction activity odors would be noticeable by residents nearby each of the related construction sites. However, similar to the Project, the Related Projects are also required to comply with SCAQMD Rule 402, and these temporary odors are typical of construction activities and are generally not considered to be objectionable. Additionally, these odors would dissipate rapidly from the source with an increase in distance and construction activities would be subject to applicable construction and air quality regulations (including proper maintenance of machinery) in order to minimize engine emissions. Construction of the Project is not expected to contribute to substantial odors at sensitive uses near any of the other related construction sites in the local vicinity. Therefore, cumulative odor impacts resulting from construction activities would not be considerable or significant.

Biological Resources

The Project would not impact any protected trees and would have no impact upon biological resources. Development of the Project in combination with the Related Projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. The Related Projects have no habitats, as they are infill developments. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts to biological resources would be less than significant.

Cultural Resources

The Project and related projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding cultural resources. This resource area is site and locally specific so that each related project would need to be evaluated within its own site-specific context. In addition, any related project within a historic district or affecting a historic resource would require a historic resource evaluation to ensure that removal of an existing building, addition of a new building, and/or conversion would not impact the historic resource in the area. The Project would have a less than significant impact on historic resources, archeological resources, paleontological resources, and human remains, with implementation of required regulatory compliance measures. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts on cultural resource will be less than significant.

Energy

As with the Project, the related projects would be expected to implement energy conservation features to minimize the inefficient use of energy, in accordance with applicable regulation, including the City's Green Building Ordinance and Title 24 energy efficiency standards. Therefore, the project and related projects would not result in significant cumulative impacts with respect to the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, the Projects contribution would not be cumulatively considerable and cumulative impacts would be less than significant.

Geology and Soils

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that Project impacts would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Hazards and Hazardous Materials

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's hazards and hazardous materials impact concluded that Project impacts would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hazard and hazardous materials impacts would be less than significant.

Hydrology and Water Quality

Related projects could potentially result in an increase in surface water runoff and contribute pollutants to nearby water bodies. However, as with the Project, related projects would be subject to the City's LID requirements and, for applicable projects, NPDES permit requirements, including development of SWPPs for construction projects greater than one acre, compliance with SUSMP requirements during operation, and compliance with other City requirements pertaining to hydrology and surface water quality. Related projects would also be evaluated on a site by site basis to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. In addition, given the proximity between the Project and related projects, it is unlikely that stormwater runoff from the Project site would merge with stormwater runoff from the related projects. Therefore, the Project and related projects would not result in significant cumulative impacts with respect to hydrology and water quality. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hydrology and water quality impacts would be less than significant.

Noise

For construction noise impacts, if a development site is 500 feet or more away from the Project site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Related Projects within 500 feet of the Project site include: Apartment with 127 dwelling units at 3831 West Stocker Street located across the street from the Project site, and a mixed-use development at 3650 West Martin Luther King Jr. Boulevard located 310 feet from the Project site. LAMC Section 41.40 regulates noise from construction activities by regulating the days and hours during which construction may occur. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. In conformance with the requirements of LAMC Section 112.05, implementation of the aforementioned BMPs would assist in reducing the noise levels associated with construction of the Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise BMPs recommended above would ensure the Project would be consistent with the LAMC and construction noise impacts would be less than significant. Therefore, construction noise would not combine to result in a cumulatively considerable construction noise impact.

Similarly, it is unlikely for stationary noise sources to result in a cumulatively considerable noise impact, unless Related Projects are located within the close vicinity of the Project. This includes

the two aforementioned Related Projects located within 500 feet of the Project site. For operational/roadway related noise impacts, the traffic study accounted for trip generation from Related Projects which was used to model mobile noise levels. Medium- and heavy-duty type delivery trucks are anticipated to intermittently visit the site as needed; however, the number of these truck trips are not expected to be more than 60 round trips per day during construction and six trucks per day during operations and would not significantly contribute to off-site traffic noise upon roadways in the Project's vicinity. The traffic noise level generated by those medium and heavy-duty trucks would be 71.8 dBA Leq on Stocker Street and 65.9 dBA Leq on Santa Rosalia Drive, which is a maximum incremental increase of 1.5 dBA CNEL, which would not exceed the 5 dBA significant noise level increase threshold stated above. Therefore, traffic noise impacts to off-site receptors due to Project generated trips would be less than significant. Therefore, a cumulatively considerable noise impact would not occur related to operational noise.

For construction vibration impacts, only the immediate area surrounding a specific development site is included in the cumulative context as the immediate area would be the most affected by construction noise. Typically, if a development site is 50 feet or more away from another site, vibration levels would have attenuated to a point that they would not combine to produce a cumulative vibration impact. There are no Related Projects that are located within 50 feet of the Project site. Therefore, construction vibration levels would not combine to result in a cumulatively considerable construction vibration impact.

Urban infill developments do not typically generate significant operational vibration levels. Related Project and Project vehicle trips could generate vibration, although similar to the existing condition, roadway vibration from passenger vehicles would not be perceptible outside of the roadway right-of-way. A significant operational vibration impact would not occur. Therefore, operational vibration levels would not combine to result in a cumulatively considerable vibration impact.

Population and Housing

The related projects would introduce additional residential and other related uses to the City. Any residential related projects would result in direct population growth. The related projects growth would not exceed the projected growth because SCAG can update its projections after the 2020 Census when some of the related projects are in operation. The net increase of employees is not cumulatively considerable as there are no thresholds for employee impacts. Because the Project would not displace any residents, the Project's population growth would not be cumulatively considerable. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative population and housing impacts would be less than significant.

Public Services

Given the geographic range of the Related Projects, they would be served by LAFD Station No. 94, which services the Project site, as well as LAFD Fire Stations No. 34 and 66 and the Los Angeles County Fire Department (LACoFD) Station No. 38. The Project, in combination with the Related Projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD and LACoFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and Related

Projects would contribute. Similar to the Project, each of the Related Projects in the City of Los Angeles or County of Los Angeles would be individually subject to LAFD or LACoFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any Related Projects that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City or County, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as neither LAFD nor LACoFD currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur.

The Project site would be provided police protection services by the LAPD. Related Projects located in the unincorporated Los Angeles County neighborhoods of Ladera Heights, Windsor Hills, and View Park would be provided police protection services by the Los Angeles County Sheriff's Department (LASD) from the Marina del Rey Station located at 13851 Fiji Way, Marina del Rey. The Project, in combination with the Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD or LASD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. In addition, each of the Related Projects would be individually subject to LAPD or LASD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles or LASD and the County of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the Related Projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD or LASD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD and LASD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur.

Given the geographic range of the Related Projects, they would be served by a variety of public schools depending on the location and service boundaries. The Project, in combination with the Related Projects is expected to result in a cumulative increase in the demand for school services. These Related Projects would have the potential to generate students that would attend the same schools as students associated with the Project. However, each of the Related Projects would be responsible for paying mandatory school fees to mitigate the increased demands for school services. Overall, the payment of school fees in compliance with SB 50 would provide full and complete mitigation of school impacts for the purposes of CEQA.

Development of the Project in conjunction with the Related Projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's and County's existing parkland to population ratio, which is

currently below the preferred standard. However, each of the residential Related Projects is required to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Each residential Related Projects would also be required to comply with the on-site open space requirements of the LAMC and Los Angeles County Municipal Code.

Given the geographic range of the Related Projects, they would be served by the Los Angeles Public Library (LAPL) Exposition Park Drive Mary McLeod Bethune Regional Branch Library located at 3900 South Western Avenue approximately 2.2 miles west of the Project site, the LAPL Angeles Mesa Branch Library located at 2700 W 52nd Street approximately 1.2 miles southeast of the Project site, and the Los Angeles County Public Library (LACPL) View Park Bebe More located at 3854 W 54th Street approximately 0.9 mile south of the Project site. Development of the Related Projects would likely generate additional demands upon library services. The LAPL and LACPL have no plans for new or expanded libraries; however, the Related Projects, like the Project, would contribute to the City General Fund, which goes to, among other things, library services.

Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative public services impacts would be less than significant.

Transportation

Development of the Project in conjunction with the Related Projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Collectively, the Project and the Related Projects would add infill development with high-quality transit options and high levels of pedestrian activity. Therefore, the Project, together with the Related Projects identified in **Table 4-21**, would neither create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

A development project would have a cumulative VMT impact if it were deemed inconsistent with SCAG 2020-2045 RTP/SCS. However, a project that does not result in a significant VMT impact would be in alignment with the 2020-2045 RTP/SCS and therefore would not result in a cumulative VMT impact. The Project would qualify as a “regional serving project” and would not conflict with CEQA Guidelines Section 15064.3(b).

Cumulative impacts for hazards due to geometric design requires a review of Related Projects with access points proposed along the same block(s) as a proposed project in order to determine the combined impact and the proposed project’s contribution. The apartments at 3831 W Stocker Street identified in the Traffic Impact Assessment, provide access along the same block as the Project. Thus, Related Projects and the Project would not increase hazards due to geometric design features.

Vehicular access to all parking would be provided from new driveways along Santa Rosalia Drive and Stocker Street. The Project’s local street access would be consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway

Design. Thus, the Project and Related Projects would not generate vehicle trips that would threaten the ability of emergency vehicles to access land uses in the Project area.

Tribal Cultural Resources

The Project and related projects would comply with AB 52 in which each project would be required to notice tribes that are traditionally and culturally affiliated with the geographic area of the related project sites if the tribe has submitted a written request to be notified. Due to being locally specific, each related project would need to conduct a Sacred Lands File search and be evaluated within its own site-specific context. The Project would not adversely affect known Tribal Cultural Resources. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts on cultural resources will be less than significant.

Utilities and Service Systems

The geographic context for the cumulative impact analysis on water infrastructure is the LADWP service area, which includes the entirety of the City. The unincorporated Los Angeles County neighborhoods within the geographic context are located within the service area for the California American Water, a private water provider. LADWP and California American Water, as the water service providers for the geographic context, is required to prepare and periodically update an UWMP to plan and provide for water infrastructure to serve existing and projected demands. The 2020 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2045. Demographic projections for the LADWP service area are based on the SCAG demographic growth forecast for their 2020 Regional Transportation Plan (RTP). LADWP adopted these demographic projections for water demand forecast in their respective UWMPs for projecting future water demand and, therefore, future water infrastructure needs. The MND concludes that the Project is consistent with the SCAG 2020 RTP/SCS.

The Project would create additional sewer flow and connect to the existing sewer lines maintained by LASAN. However, similar to the Project, future Related Projects connecting to the same sewer system are required to obtain a sewer connection permit and submit a SCAR to LASAN during the design phase of the project. The analysis by LASAN takes into consideration previously approved SCARs as part of their review. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the Related Project and LASAN to construct the necessary improvements.

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the HWRP. As previously stated, the existing design capacity of the HWRP is approximately 800 MGD for peak wet weather flow. The estimated wastewater generation increase of the Project would be 0.14 MGD, which represents less than one percent of the available capacity in the system. The Related Projects would also be required to adhere to the LASAN's annual wastewater flow increase allotment.

Wildfire

All of the related project sites and the Project site are within urbanized areas of the City and do not include wildlands or fire hazard terrain or vegetation. The Related Projects, like the Project, would comply with access requirements from the LAFD and would not impede emergency access within the vicinity of each related Project site. Therefore, the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Therefore, the Project and Related Projects would not exacerbate wildfire risks and no exposure of Project occupants to pollutant concentrations from a wildfire would occur. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and no cumulative wildfire impact would occur.

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

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly after mitigation. Therefore, with mitigation, any potentially significant impacts to humans would be less than significant.

5 LIST OF PREPARERS AND SOURCES CONSULTED

This section identifies the lead agency and the consultant team members who participated in the preparation of this IS/MND. This section also lists all the sources and references used in the preparation of this IS/MND.

5.1 LEAD AGENCY

City of Los Angeles
Department of City Planning
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

Contact: Kyle Winston, City Planner
Phone: (213) 978-1348
E-mail: Kyle.Winston@lacity.org

5.2 INITIAL STUDY PREPARERS

Terry A. Hayes Associates Inc.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

Contact: Kevin Ferrier, Senior Planner
Sam Silverman, Senior Associate
Blaire Frei, AICP, Planner
Anders Sutherland, Air Quality/Greenhouse Gas
Kieran Bartholow, Noise
Henry Haprov, GIS Specialist
Natasha Mapp, Document Production

5.3 SOURCES CONSULTED

California Air Resources Board (CARB). 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*, December. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>, accessed March 12, 2024.

California Air Resources Board (CARB). 2024a. "Advanced Clean Cars Program." ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, accessed March 21, 2024.

California Air Resources Board (CARB). 2024b. "Data Dashboard." Available online: ww3.arb.ca.gov/fuels/lcfs/dashboard/dashboard.htm, accessed March 21, 2024.

California Building Standards Commission (CBSC). 2023. *2022 California Green Building Standards Code*, California Code of Regulations, Title 24, Part 11, effective January 1, 2023.

- California Department of Conservation (CDC). 2021. *Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions*. https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf, accessed November 15, 2023.
- California Department of Conservation (CDC). 2023. *Earthquake Zone of Required Investigation*. <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed October 2, 2023.
- California Department of Conservation (CDC). 2024a. “California Important Farmland Finder.” <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed October 3, 2024.
- California Department of Conservation (CDC). 2024b. “Well Finder.” <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.93414/34.05815/13>, accessed November 15, 2023.
- California Department of Education (CDE). 2024. “School Profile.” <https://www.cde.ca.gov/>, accessed November 15, 2023.
- California Department of Fish and Wildlife (CDFW). 2024. “BIOS6.” <https://apps.wildlife.ca.gov/bios6/?al=ds85>, accessed September 21, 2023.
- California Department of Forestry and Fire Protection (CAL FIRE). 2024a. “Cal Fire Perimeters.” <https://calfire-forestry.maps.arcgis.com/apps/mapviewer/index.html?layers=e3802d2abf8741a187e73a9db49d68fe>, accessed October 3, 2023.
- California Department of Forestry and Fire Protection (CAL FIRE). 2024b. “Fire Hazard Severity Zone Viewer.” <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed May 2023.
- California Department of Transportation (Caltrans). 2024. “California State Scenic Highway System Map.” <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed January 2023.
- California Department of Water Resources (DWR). 2024a. “Dam Breach Inundation Map Web Publisher” https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2, accessed October 3, 2023.
- California Department of Water Resources (DWR). 2024b. “Model Water Efficient Landscape Ordinance.” <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Model-Water-Efficient-Landscape-Ordinance>, accessed March 21, 2024.
- California Legislative Information (CLI). 2023. “California Public Resources Code Section 41780.” Effective January 1, 2023. <https://leginfo.legislature.ca.gov/faces/codesdisplaySection.xhtml?lawCode=PRC§ionNum=41780>, accessed March 21, 2024.
- California Natural Resources Agency. 2009. *Final Statement of Reasons for Regulatory Action*, December 2009, pp. 11–13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009, www.opr.ca.gov/docs/Transmittal_Letter.pdf, accessed March 19, 2024.
- California’s Department of Resources Recycling and Recovery (CalRecycle). 2024a. “Mandatory Commercial Recycling.” www.calrecycle.ca.gov/recycle/commercial, accessed March 21, 2024.
- California’s Department of Resources Recycling and Recovery (CalRecycle). 2024b. *Construction and Demolition (C&D) Diversion Informational Guide*. www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures, accessed March 21, 2024.

- California's Department of Resources Recycling and Recovery (CalRecycle). 2024c. "SWIS Facility/Site Activity Details: Sunshine Canyon City/County Landfill (19-AA-2000)." <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/259?siteID=4702>, accessed February 19, 2024.
- City of Los Angeles Department of City Planning (DCP). 1999. *City of Los Angeles General Plan, Noise Element*. February. https://planning.lacity.gov/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf, accessed March 13, 2024.
- City of Los Angeles Department of City Planning (DCP). 2004. *Crenshaw Corridor Specific Plan*. November 14. Available online: https://planning.lacity.gov/odocument/1a56c703-04d2-4947-9a25-a42b978c3ea4/Crenshaw_Corridor_Specific_Plan.pdf. Accessed March 13, 2024.
- City of Los Angeles Department of City Planning (DCP). 2006. *2006 CEQA Thresholds Guide, Exhibit M.2-2*, <https://planning.lacity.gov/eir/CrossroadsHwd/deir/files/references/A07.pdf>, accessed February 15, 2024.
- City of Los Angeles Department of City Planning (DCP). 2008. *Walkability Checklist*. November. <https://urbandesignla.com/resources/docs/LAWalkabilityChecklist/lo/LAWalkabilityChecklist.pdf>, accessed March 12, 2024.
- City of Los Angeles Department of City Planning (DCP). 2016a. *City of Los Angeles General Plan, Mobility Plan 2035*. September 7. https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed March 13, 2024.
- City of Los Angeles Department of City Planning (DCP). 2016b. *City of Los Angeles General Plan, Land Use Element – West Adams-Baldwin Hills-Leimert Community Plan*. June 29. Available online: https://planning.lacity.gov/odocument/78984e0b-a63d-4533-ba57-4f84b8fd7696/West_Adams-Baldwin_Hills-Leimert_Community_Plan.pdf. Accessed March 13, 2024.
- City of Los Angeles Department of City Planning (DCP). 2019. *Citywide Design Guidelines*. Adopted October 24. Available online: https://planning.lacity.gov/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf. Accessed February 20, 2024.
- City of Los Angeles Department of City Planning (DCP). 2021a. *EXHIBIT E.1: Environmental Protection Measures Handbook*. September 23, 2021. https://planning.lacity.gov/odocument/69fa66d2-3811-4185-8027-05fc995d6785/Exhibit_E.1.pdf. Accessed April 8, 2024.
- City of Los Angeles Department of City Planning (DCP). 2021b. *City of Los Angeles General Plan, Health, Wellness, and Equity Element – Plan for a Healthy Los Angeles*. November. Available online: https://planning.lacity.gov/odocument/2442d4df-34b3-4683-8eb9-b5ea1182782b/Plan_for_a_Healthy_Los_Angeles.pdf. Accessed March 13, 2024.
- City of Los Angeles Department of City Planning (DCP). 2024. *Zimas Report: 3701, 3731, 3741, 3751, and 3761 W Stocker St.*, Available online: <http://zimas.lacity.org/>, accessed October 3, 2023.
- City of Los Angeles Department of City Planning, Office of Historic Resources (OHR). 2016. *West Adams-Baldwin Hills-Leimert Community Plan Area Historic Resources Survey Report*. July. Available online: https://planning.lacity.org/odocument/87d7982b-d1b3-45f1-8619-381cee51a9be/WestAdams-BaldwinHills-Leimert_SurveyReport_0.pdf. Accessed September 25, 2023.
- City of Los Angeles Department of Public Works – LA Sanitation (LASAN). 2013. *Zero Waste Progress Report*. March. Available online: https://planning.lacity.gov/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf. Accessed November 15, 2023.

- City of Los Angeles Department of Public Works – LA Sanitation (LASAN). 2024. *Water Reclamation Plants*, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=1cf5mbh7qb_5&_afLoop=24846470104438991#!, accessed February 15, 2024.
- City of Los Angeles Department of Transportation (LADOT). 2024. “Maps: Neighborhoods, Networks, and Zones.” Available online: <https://ladotlivablestreets.org/overall-map/maps>. Accessed March 14, 2024.
- City of Los Angeles Mayor’s Office. 2019. *L.A.’s Green New Deal – Sustainable City pLAN 2019*. Available online: <https://plan.lamayor.org/>. Accessed March 20, 2024.
- City of Los Angeles Municipal Code (LAMC), Chapter IX, Article 9, “Green Building Code.”
- City of Los Angeles Municipal Code (LAMC). Chapter IX, Article 9, Division 4, Section 99.04.303, “Indoor Water Use.”
- City of Los Angeles Municipal Code (LAMC). Chapter XI, Article I, Section 111.02-(b), “Sound Level Measurement Procedure and Criteria.”
- Cowan, James P. 1994. *Handbook of Environmental Acoustics*. John Wiley & Sons.
- CTI Environmental, Inc. 2022. *Geotechnical Investigation Proposed Developments of Stocker Street Creative 3701, 3731, 3741, 3751, & 3761 Stocker Street. City of Los Angeles, CA 90008*. February 17.
- Department of Toxic Substances Control (DTSC). 2024a. “EnviroStor.” Available online: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed October 2, 2023.
- Department of Toxic Substances Control (DTSC). 2024b. “GeoTracker.” Available online: <https://geotracker.waterboards.ca.gov/>. Accessed October 2, 2023.
- Federal Transportation Authority (FTA). 2018. *Transit Noise and Vibration Impact Assessment*, September.
- Governor’s Office of Planning and Research (OPR). 2008. *Technical Advisory—CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, 2008; California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, December 2009, p. 22–26.
- Governor’s Office of Planning and Research (OPR). 2024. *California Environmental Quality Act (CEQA) Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations), Section 15064.7(c)*.
- KOA. 2024. *Stocker Street Studios Project Transportation Assessment – City of Los Angeles*. March 22.
- Los Angeles County Department of Public Works (LACDPW). 2019. *Vision Zero Los Angeles County – A Plan for Safer Roadways 2020-2025*. November. Available online: <https://pw.lacounty.gov/visionzero/docs/SCAG-LACounty-VZ-Action-Plan-ver-D-hiRes-single-11-25-2019-rev.pdf>. Accessed March 14, 2024.
- Los Angeles County Department of Public Works (LACDPW). 2024. *Disaster Routes with Road Districts – South Los Angeles County*. https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf, accessed May 2023.
- Los Angeles Department of Water and Power (LADWP). 2020. *Urban Water Management Plan, 2020*. Certified May 25, 2021. https://www.ladwp.com/sites/default/files/documents/LADWP_2020_UWMP_Web.pdf, accessed March 13, 2024.

- Los Angeles Department of Water and Power (LADWP). 2022a. *2022 Power Content Label*. Available online: <https://www.ladwp.com/who-we-are/power-system/power-content-label>. Accessed March 21, 2024.
- Los Angeles Department of Water and Power (LADWP). 2022b. *2022 Power Strategic Long-Term Resource Plan*, December 2022. Available online: https://www.ladwp.com/sites/default/files/2023-08/2022%20LADWP%20Power%20Strategic%20Long-Term%20Resource%20Plan_0.pdf. Accessed March 13, 2024.
- Los Angeles Emergency Management Department. 2023. *City of Los Angeles Base Emergency Operations Plan (EOP)*. Available online: https://emergency.lacity.gov/sites/g/files/wph1791/files/2023-10/Emergency%20Operations%20Base%20Plan_2023.pdf. Accessed March 13, 2024.
- Los Angeles Police Department (LADP). 2024. "Design Out Crime: Crime Prevention Through Environmental Design (CPTED)." Available online: <https://www.lapdonline.org/design-out-crime/>. Accessed November 5, 2023.
- Los Angeles Public Library (LAPL). 2024. "Library Directory." Available online: <https://www.lapl.org/branches>. Accessed November 5, 2024.
- Los Angeles Unified School District (LAUSD). 2024. "Residential School Identifier." Available online: <https://rsi.lausd.net/ResidentSchoolIdentifier/>. Accessed December 6, 2024.
- Midwestern Regional Climate Center. 2024. "cli-MATE: MRCC Application Tools Environment." Available online: <https://mrcc.purdue.edu/CLIMATE/>. Accessed December 13, 2024.
- RK Engineering Group Inc. 2023. *Wal-Mart/Sam's Club Reference Noise Level Study*.
- South Coast Air Quality Management District (SCAQMD). 1992. *Federal Attainment Plan for Carbon Monoxide*.
- South Coast Air Quality Management District (SCAQMD). 2001. *CEQA Air Quality Handbook (Version 3)*. Available online: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>. Accessed October 13, 2024.
- South Coast Air Quality Management District (SCAQMD). 2008. *Table C-1. 2006-2008 Thresholds for Construction and Operation with Gradual Conversion of NO_x to NO₂*. Available online: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-1st-look-up-tables.pdf?sfvrsn=2>. Accessed October 20, 2024.
- South Coast Air Quality Management District (SCAQMD). 2009. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14 – November 19, 2009*. Available online: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-14/ghg-meeting-14-main-presentation.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-14/ghg-meeting-14-main-presentation.pdf?sfvrsn=2), Accessed March 21, 2024.
- South Coast Air Quality Management District (SCAQMD). 2022a. *SCAQMD 2022 Air Quality Management Plan (AQMP)*. Adopted December 2. Available online: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp.pdf?sfvrsn=16>. Accessed October 9, 2023.
- South Coast Air Quality Management District (SCAQMD). 2022b. *SCAQMD 2022 Air Quality Management Plan (AQMP) – Appendix V: Modeling and Attainment Demonstrations*. Adopted December 2. Available online: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/appendix-v.pdf?sfvrsn=6>. Accessed October 9, 2024.

- South Coast Air Quality Management District (SCAQMD). 2024. *South Coast Air Quality Management District Map of Jurisdiction*. Available online: <https://www.aqmd.gov/docs/default-source/default-document-library/map-of-jurisdiction.pdf>. Accessed October 3, 2023.
- Southern California Association of Governments (SCAG). 2020a. *Adopted Final Connect SoCal 2020: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Available online: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. Accessed March 18, 2024.
- Southern California Association of Governments (SCAG). 2020b. *Adopted Final Connect SoCal: The 2020–2045 RTP/SCS of the Southern California Association of Governments, Exhibit 3.8 Priority Growth Area—High Quality Transit Areas*. Available online: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. Accessed March 18, 2024.
- Southern California Association of Governments (SCAG). 2020c. *Adopted Final Connect SoCal: The 2020–2045 RTP/SCS of the Southern California Association of Governments, Table 5.1, Connect SoCal Performance Measures and Results*. Available online: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. Accessed March 18, 2024.
- U.S. Fish and Wildlife Service (USFWS). 2024. “National Wetlands Inventory: Surface Waters and Wetlands.” <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed September 21, 2023.
- United States Environmental Protection Agency (US EPA). 2024. “Summary of the Clean Air Act.” www.epa.gov/laws-regulations/summary-clean-air-act. Accessed March 18, 2024.