City of Los Angeles

Department of City Planning • Central Project Planning Division
City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION
Westlake Community Plan Area

1100 Temple Street Lofts Project
ENV-2017-2575-MND
DIR-2017-2574-DB-WDI-SPPA-SPP
ZA-2017-4399-ZAI

Project Location: 1100-1108 W. Temple Street, 1101-1111 W. Angelina Street, and 333 N. Beaudry Avenue, Los Angeles, CA 90012

Council District: 1 – Gilbert Cedillo

Project Description: The Proposed Project includes the demolition of an existing auto repair facility and food stand, the removal of two billboards, and the construction and development of an eight-story residential building with 53 apartment units (13 studio units, 30 one-bedroom units, and 10 two-bedroom units). Four of the dwelling units would be reserved as "very low-income" units. The proposed building would include a maximum of eight stories (approximately 85 feet above grade at the roof level), with five levels of residential floors over three levels of parking. On-site vehicular parking and bicycle parking spaces would be provided as required by the LAMC. Open space areas for the residential building would be provided as required by the LAMC. The Proposed Project is located on an approximately 15,764 square foot lot that would include approximately 47,291 square feet of total floor area with a floor area ratio (FAR) of 3:1.

The Applicant is requesting the following approvals from the City: (1) Density Bonus (DB), to permit new construction of a 53-unit apartment building based on a 32.5% Density Bonus resulting from the inclusion of 10% Very Low Income Housing Units (4 units) with two on-menu incentives: (i) to permit a 20% reduction in the easterly side yard to provide an 8'-10" side yard, in lieu of an 11-foot side yard, and (ii) to permit a 20% reduction in the westerly side yard to provide an 8'-10" side yard, in lieu of an 11-foot side yard; (2) Project Permit Compliance (SPP), for compliance with the Central City West Specific Plan; (3) a minor adjustment from the requirements of the Central City West Specific Plan to permit shadows on a lot located in the R4(CW) Zone for more than two (2) hours each day between the hours of 9 a.m. and 3 p.m. on the Winter Solstice, and 9 a.m. and 5 p.m. on the Summer Solstice, (4) Zoning Administrator's Interpretation (ZAI), regarding the definition of "Front Yard", to allow Temple Street to serve as the front yard for the Project, consistent with the intent of the Central City West Specific Plan; and (5) Waiver of Dedications and Improvements (WDI), to seek relief from a 3-foot dedication and improvement otherwise required on Angelina Street and to provide a 15-foot dedication and improvement, in lieu of the otherwise required 20-foot dedication and improvement, on Beaudry Avenue. The Applicant would also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 4,500 cy of soil), and building and tenant improvements for the Project Site.

APPLICANT:	PREPARED BY:	ON BEHALF OF:
La Terra Development, LLC	Parker Environmental Consultants	The City of Los Angeles Department of City Planning

July 5, 2018

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles		**COUNCIL DISTRICT:** 1 – Gilbert Cedillo
PROJECT TITLE: 1100 Temple Street Lofts Project	**ENVIRONMENTAL CASE:** ENV-2017-2575-MND	**CASE NO.** DIR-2017-2574-DB-WDI-SPPA-SPP; ZA-2017-4399-ZAI

PROJECT LOCATION: 1100-1108 W. Temple St., 1101-1111 W. Angelina St., and 333 N. Beaudry Ave., Los Angeles, CA 90012

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NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
1100 West Temple Investors, LLC
1880 Century Park East, Suite 600
Los Angeles, CA 90067

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this Project. The mitigation measures outlined on the attached pages would reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Azeen Khanmalek	City Planning Associate	(213)978-1336
ADDRESS 200 North Spring Street, 7th Floor Los Angeles, CA 90012	**SIGNATURE (Official)**	**DATE** 8.6.2018

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK, ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 1	**DATE:** July 5, 2018
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2017-2575-MND	**RELATED CASES:** DIR-2017-2574-DB-WDI-SPPA-SPP; ZA-2017-4399-ZAI	
PREVIOUS ACTIONS CASE NO.	❑ DOES have significant changes from previous actions. ❑ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION: The Proposed Project includes the demolition of an existing auto repair facility and food stand, the removal of two billboards, and the construction and development of an eight-story residential building with 53 apartment units (13 studio units, 30 one-bedroom units, and 10 two-bedroom units). Four of the dwelling units would be reserved as "very low-income" units. The proposed building would include a maximum of eight stories (approximately 85 feet above grade at the roof level), five levels of residential floors over three levels of parking. On-site vehicular parking and bicycle parking spaces would be provided as required by the LAMC. Open space areas for the residential building would be provided as required by the LAMC. The Proposed Project is located on an approximately 15,764 square foot lot that would include approximately 47,291 square feet of total floor area with a floor area ratio (FAR) of 3:1.

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ENVIRONMENTAL SETTING: The Project Site includes two parcels (Assessor Parcel No. 5160-025-001) that includes 15,764 square feet of lot area (0.36 acres). The Project Site is currently occupied by an auto repair shop, a food stand, two billboards, and surface parking. The surrounding properties are developed with office, commercial, and institutional uses. Further details are provided in the expanded IS/MND analysis (attached).

PROJECT LOCATION: 1100-1108 W. Temple Street, 1101-1111 W. Angelina Street, and 333 N. Beaudry Avenue, Los Angeles, CA 90012

COMMUNITY PLAN AREA: Westlake **STATUS:** ❑ Preliminary ❑ Proposed ☒ Adopted (1997)	☒ Does Conform to Plan ❑ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** Central	**CERTIFIED NEIGHBORHOOD COUNCIL:** Greater Echo Park Elysian

EXISTING ZONING: CW [C2(CW)-U/3-O]	**MAX DENSITY ZONING:** 3:1 FAR	**LA River Adjacent:** No
GENERAL PLAN LAND USE: Community Commercial	**MAX. DENSITY PLAN:** 3:1 FAR	**PROPOSED PROJECT DENSITY:** 3:1 FAR

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

Signature	Title	Phone
for Azeen Khanmalek	City Planning Associate	213-978-1336

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

❑ **AESTHETICS**	❑ **GREENHOUSE GAS EMISSIONS**	❑ **POPULATION AND HOUSING**
❑ **AGRICULTURE AND FOREST RESOURCES**	☒ **HAZARDS AND HAZARDOUS MATERIALS**	☒ **PUBLIC SERVICES**
❑ **AIR QUALITY**	❑ **HYDROLOGY AND WATER QUALITY**	❑ **RECREATION**
☒ **BIOLOGICAL RESOURCES**	❑ **LAND USE AND PLANNING**	☒ **TRANSPORTATION AND TRAFFIC**
❑ **CULTURAL RESOURCES**	❑ **MINERAL RESOURCES**	❑ **TRIBAL CULTURAL RESOURCES**
❑ **GEOLOGY AND SOILS**	☒ **NOISE**	❑ **UTILITIES**
		☒ **MANDATORY FINDINGS OF SIGNIFICANCE**

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

PROPONENT NAME: 1100 West Temple Investors, LLC **PHONE NUMBER**: (310)-552-0065

APPLICANTS ADDRESSES:
1880 Century Park East, Suite 600
Los Angeles, CA 90067

AGENCY REQUIRING CHECKLIST: City of Los Angeles Department of City Planning **DATE SUBMITTED:** January 11, 2018

PROPOSAL NAME (If Applicable): 1100 Temple Street Lofts Project

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I.	**AESTHETICS**				
a.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	❑	❑	❑	☒
b.	WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	❑	❑	❑	☒
c.	WOULD THE PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	❑	❑	☒	❑
d.	WOULD THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	❑	❑	❑	☒
II.	**AGRICULTURE AND FOREST RESOURCES**				
a.	WOULD THE PROJECT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	❑	❑	❑	☒
b.	WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	❑	❑	❑	☒
c.	WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR	❑	❑	❑	☒

	TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?				
d.	WOULD THE PROJECT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
e.	WOULD THE PROJECT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
III.	**AIR QUALITY**				
a.	WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD AIR QUALITY MANAGEMENT PLAN OR CONGESTION MANAGEMENT PLAN?	❑	❑	☒	❑
b.	WOULD THE PROJECT VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	❑	❑	☒	❑
c.	WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	❑	❑	☒	❑
d.	WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	❑	❑	☒	❑
e.	WOULD THE PROJECT CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	❑	❑	☒	❑
IV.	**BIOLOGICAL RESOURCES**				
a.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	❑	☒	❑	❑

b.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
c.	WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	❑	❑	❑	☒
d.	WOULD THE PROJECT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	❑	❑	❑	☒
e.	WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	❑	❑	☒	❑
f.	WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	❑	❑	❑	☒
V.	**CULTURAL RESOURCES**				
a.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	❑	❑	☒	❑
b.	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	❑	❑	☒	❑

c.	WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	❑	❑	☒	❑
d.	WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	❑	❑	☒	❑
VI.	**GEOLOGY AND SOILS**				
a.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING 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.	❑	❑	☒	❑
b.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING?	❑	❑	☒	❑
c.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	❑	❑	☒	❑
d.	WOULD THE PROJECT EXACERBATE HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING LANDSLIDES?	❑	❑	☒	❑
e.	WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	❑	❑	☒	❑

f.	WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE CAUSED IN WHOLE OR IN PART BY THE PROJECT'S EXACERBATION OF THE EXISTING ENVIRONMENTAL CONDITIONS?	❑	❑	☒	❑
g.	WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY CAUSED IN WHOLE OR IN PART BY THE PROJECT EXACERBATING THE EXPANSIVE SOIL CONDITIONS?	❑	❑	☒	❑
h.	WOULD THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	❑	❑	❑	☒
VII.	**GREENHOUSE GAS EMISSIONS**				
a.	WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	❑	❑	☒	❑
b.	WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	❑	❑	☒	❑
III.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?	❑	❑	☒	❑
b.	WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	❑	☒	❑	❑
c.	WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY	❑	☒	❑	❑

	HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				
d.	WOULD THE PROJECT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	❑	☒	❑	❑
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 EXACERBATE CURRENT ENVIRONMENTAL CONDITIONS SO AS TO RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	❑	❑	❑	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXACERBATE CURRENT ENVIRONMENTAL CONDITIONS SO AS TO RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	❑	❑	❑	☒
g.	WOULD THE PROJECT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	❑	❑	☒	❑
h.	WOULD THE PROJECT EXACERBATE EXISTING HAZARDOUS ENVIRONMENTAL CONDITIONS BY BRINGING PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	❑	❑	❑	☒
IX.	**HYDROLOGY AND WATER QUALITY**				
a.	WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	❑	❑	☒	❑
b.	WOULD THE PROJECT SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE	❑	❑	☒	❑

	WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				
c.	WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	❑	❑	☒	❑
d.	WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	❑	❑	☒	❑
e.	WOULD THE PROJECT CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	❑	❑	☒	❑
f.	WOULD THE PROJECT OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	❑	❑	☒	❑
g.	WOULD THE PROJECT PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	❑	❑	❑	☒
h.	WOULD THE PROJECT PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	❑	❑	❑	☒
i.	E WOULD THE PROJECT XPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	❑	❑	❑	☒

j.	WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	❑	❑	❑	☒
X.	**LAND USE AND PLANNING**				
a.	WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	❑	❑	☒	❑
b.	WOULD THE PROJECT CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	❑	❑	☒	❑
c.	WOULD THE PROJECT CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	❑	❑	❑	☒
XI.	**MINERAL RESOURCES**				
a.	WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	❑	❑	❑	☒
b.	WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	❑	❑	❑	☒
XII.	**NOISE**				
a.	DOES THE PROJECT RESULT IN THE EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	❑	☒	❑	❑
b.	DOES THE PROJECT RESULT IN THE EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	❑	❑	☒	❑
c.	WOULD THE PROJECT RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS	❑	❑	☒	❑

	IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				
d.	WOULD THE PROJECT RESULT IN A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	❑	☒	❑	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	❑	❑	❑	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	❑	❑	❑	☒
XIII.	**POPULATION AND HOUSING**				
a.	WOULD THE PROJECT INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	❑	❑	☒	❑
b.	WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
c.	WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
XIV.	**PUBLIC SERVICES**				
a.	WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE				

	RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:				
i.	FIRE PROTECTION?	❑	❑	☒	❑
ii.	POLICE PROTECTION?	❑	☒	❑	❑
ii.	SCHOOLS?	❑	❑	☒	❑
iii.	PARKS?	❑	❑	☒	❑
iv.	OTHER PUBLIC FACILITIES?	❑	❑	☒	❑
XV.	**RECREATION**				
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	❑	❑	☒	❑
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	❑	❑	☒	❑
XVI.	**TRANSPORTATION AND TRAFFIC**				
a.	WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	❑	☒	❑	❑
b.	WOULD THE PROJECT CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION	❑	❑	☒	❑

	MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?				
c.	WOULD THE PROJECT RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	❑	❑	❑	☒
d.	WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	❑	❑	☒	❑
e.	WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?	❑	❑	☒	❑
f.	WOULD THE PROJECT CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	❑	☒	❑	❑
XVII. TRIBAL CULTURAL RESOURCES					
	WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANT OF A TRIBAL CULTURAL RESOURCES, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:				
a.	LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC CODE SECTION 5020.1(K)?	❑	❑	☒	❑
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 RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL	❑	❑	☒	❑

	CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE?				
XVIII. UTILITIES AND SERVICE SYSTEMS					
a.	WOULD THE PROJECT EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	❑	❑	☒	❑
b.	WOULD THE PROJECT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	❑	❑	☒	❑
c.	WOULD THE PROJECT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	❑	❑	☒	❑
d.	WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	❑	❑	☒	❑
e.	WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	❑	❑	☒	❑
f.	WOULD THE PROJECT BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	❑	❑	☒	❑
g.	WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	❑	❑	☒	❑
XIX. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING	❑	❑	❑	☒

	LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (”CUMULATIVELY CONSIDERABLE” MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	❑	❑	☒	❑
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	❑	❑	☒	❑

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

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on Applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the Applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2017-2575-MND** and the associated case(s), **DIR-2017-2574-DB-WDI-SPP** and **ZA-2014-4399-ZAI**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impacts(s) on the environment (after mitigation) **will not**:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses, and phone numbers: visit the City's website at http://www.lacity.org; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

PREPARED BY:	**TITLE:**	**TELEPHONE NO.:**	**DATE:**
Parker Environmental Consultants		(661) 257-2282	July 2018

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
I. AESTHETICS			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
II. AGRICULTURAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
III. AIR QUALITY			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
IV. BIOLOGICAL RESOURCES			
a.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	BIO-1
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
V. CULTURAL RESOURCES			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required
VI. GEOLOGY AND SOILS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VII. GREENHOUSE GAS EMISSIONS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-1, HAZ-2
c.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-3, HAZ-4
d.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-2
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
IX. HYDROLOGY AND WATER QUALITY			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
i.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
j.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
X. LAND USE AND PLANNING			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XI. MINERAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XII. NOISE			
a.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6
b.	Less Than Significant.	See expanded environmental analysis (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1, N-2, N-3, N-4, N-5, N-6
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIII. POPULATION AND HOUSING			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIV. PUBLIC SERVICES			
a.i	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.ii	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	PS-1, PS-2
a.iii	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.iv	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.v	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XV. RECREATION			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVI. TRANSPORTATION AND TRAFFIC			
a.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	T-1
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant With Mitigation Incorporated.	See expanded environmental analysis (attached).	T-2.
XVII. TRIBAL CULTURAL RESOURCES			

	Impact	Explanation	Mitigation Measures
a.i	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.ii	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVIII. UTILITIES AND SERVICE SYSTEMS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIX. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	See mitigation measures above.

SUMMARY OF MITIGATION MEASURES

AESTHETICS

No mitigation measures are required.

AGRICULTURE AND FORESTRY RESOURCES

No mitigation measures are required.

AIR QUALITY

No mitigation measures are required.

BIOLOGICAL RESOURCES

BIO-1 (Habitat Modification (Nesting Native Birds)):

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
    - Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    - If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
    - Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological

monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

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

CULTURAL RESOURCES

No mitigation measures are required.

GEOLOGY AND SOILS

No mitigation measures are required.

GREENHOUSE GAS EMISSIONS

No mitigation measures are required.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 Methane Gas

- The Proposed Project's building shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations. Based on the Methane Investigation Report prepared by Methane Specialists, dated March 1, 2018, the Project shall provide a Design Level II passive methane mitigation system in accordance with Los Angeles Municipal Code Section 91.7104.2.1

HAZ-2 Soil Management Plan

- A Soil Management Plan shall be developed to address site logistics and handling of soil impacted with petroleum compounds that may arise during grading. During the grading and building foundation activities, suspect soil identified through field screening will likely require segregation and stockpiling for future testing and disposition along with sampling and testing to ascertain if the suspect material has been removed. The Soil Management Plan would address field screening, laboratory sampling, establish action levels for removal

and verification, identifying appropriate action levels, site logistics, and soil handling and disposition and verification of remaining conditions on the property.

- The Applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy.

HAZ-3 Coordination with Nearby Schools

- The Applicant and contractors shall maintain ongoing contact with the administrators of Downtown Magnets High School and Edward R. Roybal Learning Center. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

HAZ-4 Schools Affected by Haul Route

- The Applicant shall coordinate haul route hours with Downtown Magnets High School, Edward R. Roybal Learning Center, and the Betty Plasencia Elementary School.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day.
- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety during construction.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- No construction vehicles or haul trucks shall be staged or idled on Temple Street, N. Beaudry Avenue or W. 1st Street during school hours.

HYDROLOGY AND WATER QUALITY

No mitigation measures are required.

LAND USE AND PLANNING

No mitigation measures are required.

MINERAL RESOURCES

No mitigation measures are required.

NOISE

Increased Noise Levels (Demolition, Grading, and Construction Activities)

N-1 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

N-2 To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices.

N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.

N-5 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

N-6 The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners and residences a minimum of two weeks prior to commencement of construction.

POPULATION AND HOUSING

No mitigation measures are required.

PUBLIC SERVICES

PS-1 Public Services (Police – Demolition/Construction Sites)

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

PS-2 Public Services (Police)

- The plans shall incorporate the design features (outlined in LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design") relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

RECREATION

No mitigation measures are required.

TRANSPORTATION AND TRAFFIC

T-1 Increase Vehicle Trips/Congestion from Construction

A Construction Management Plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Construction Management Plan would include the following elements:

- All construction related traffic shall be restricted to off-peak hours.
- Construction parking would be located on-site, within adjacent lots, street, and underground parking garage so as not to disrupt on-going traffic along Temple Street and Beaudry Avenue.
- All delivery truck loading and unloading shall take place on site or within the boundaries of an approved traffic control plan in order to reduce the effect of traffic flow on surrounding arterial streets.
- The Applicant shall install appropriate traffic signs around the site to ensure

pedestrian and vehicle safety.

T-2 Transportation/Traffic

- The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases to the extent reasonably feasible. Sidewalks shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic, and overhead protection.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

TRIBAL CULTURAL RESOURCES

No mitigation measures are required.

UTILITIES AND SERVICE SYSTEMS

No mitigation measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

See above mitigation measures.

I. INTRODUCTION

PROJECT INFORMATION

Project Title: 1100 Temple Street Lofts Project

Project Location: 1100-1108 W. Temple Street, 1101-1111 W. Angelina Street, and 333 N. Beaudry Avenue
Los Angeles, CA 90027

Project Applicant: 1100 West Temple Investors, LLC
1880 Century Park East, Suite 600
Los Angeles, CA 90067

Lead Agency: City of Los Angeles
Department of City Planning
Central Project Planning Division
200 N. Spring Street, Room 621
Los Angeles, CA 90012

PROJECT SUMMARY

The Proposed Project includes the demolition of an existing auto repair facility and food stand, the removal of two billboards, and the construction and development of an eight-story residential building with 53 apartment units (13 studio units, 30 one-bedroom units, and 10 two-bedroom units) located within an infill site within a Transit Priority Area as defined by CEQA.[1] Four of the dwelling units would be reserved as "very low-income" units. The proposed building would include a maximum of eight stories (approximately 85 feet above grade at the roof level), five levels of residential floors over three levels of parking. On-site vehicular parking and bicycle parking spaces would be provided as required by the LAMC. Open space areas for the residential building would be provided as required by the LAMC. The Proposed Project is located on an approximately 15,764 square foot lot that would include approximately 47,291 square feet of total floor area with a floor area ratio (FAR) of 3:1.

The Applicant is requesting the following approvals from the City: (1) Density Bonus (DB), to permit new construction of a 53-unit apartment building based on a 32.5% Density Bonus resulting from the inclusion of 10% Very Low Income Housing Units (4 units) with two on-menu incentives: (i) to permit a 20% reduction in the easterly side yard to provide an 8'-10" side yard, in lieu of an 11-foot side yard, and (ii) to permit a 20% reduction in the westerly side yard to provide an 8'-10" side yard, in lieu of an 11-foot side

[1] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed May 2017.*

yard; (2) Project Permit Compliance (SPP), for compliance with the Central City West Specific Plan including a request to the Director; (3) a minor adjustment from the requirements of the Central City West Specific Plan to permit shadows on a lot located in the R4(CW) zone for more than two (2) hours each day between the hours of 9 a.m. and 3 p.m. on the Winter Solstice, and 9 a.m. and 5 p.m. on the Summer Solstice, (4) Zoning Administrator's Interpretation (ZAI), regarding the definition of "Front Yard", to allow Temple Street to serve as the front yard for the Project, consistent with the intent of the Central City West Specific Plan; and (5) Waiver of Dedications and Improvements (WDI), to seek relief from a 3-foot dedication and improvement otherwise required on Angelina Street and to provide a 15-foot dedication and improvement, in lieu of the otherwise required 20-foot dedication and improvement, on Beaudry Avenue. Implementation of the Proposed Project also requires approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 4,500 cy of soil), and building and tenant improvements for the Project Site.

ORGANIZATION OF THE INITIAL STUDY

This expanded IS/MND is organized into six sections as follows:

Initial Study Checklist: This Section contains the completed IS Checklist showing the significance level under each environmental impact category.

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

Project Description: This Section provides a detailed description of the Proposed Project, including the environmental setting, project characteristics, related project information, and environmental clearance requirements.

Environmental Impact Analysis: This Section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Preparers and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS.

References, Acronyms and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

II. PROJECT DESCRIPTION
A. PROJECT LOCATION

PROJECT LOCATION

The Project Site is located within the boundaries of the Westlake Community Plan area within the City of Los Angeles. The Project Site's property addresses are 1100-1108 W. Temple Street, 1101-1111 W. Angelina Street, and 333 N. Beaudry Avenue. Figure II-1, Project Location Map, shows the Project Site's location within the City of Los Angeles and within the greater Los Angeles region. The Project Site encompasses two parcels totaling approximately 15,764 square feet of lot area (0.36 acre). A summary of the Project Site's property addresses and Assessor's Parcel Numbers (APNs) is summarized in Table II-1, Summary of Project Site Area, below:

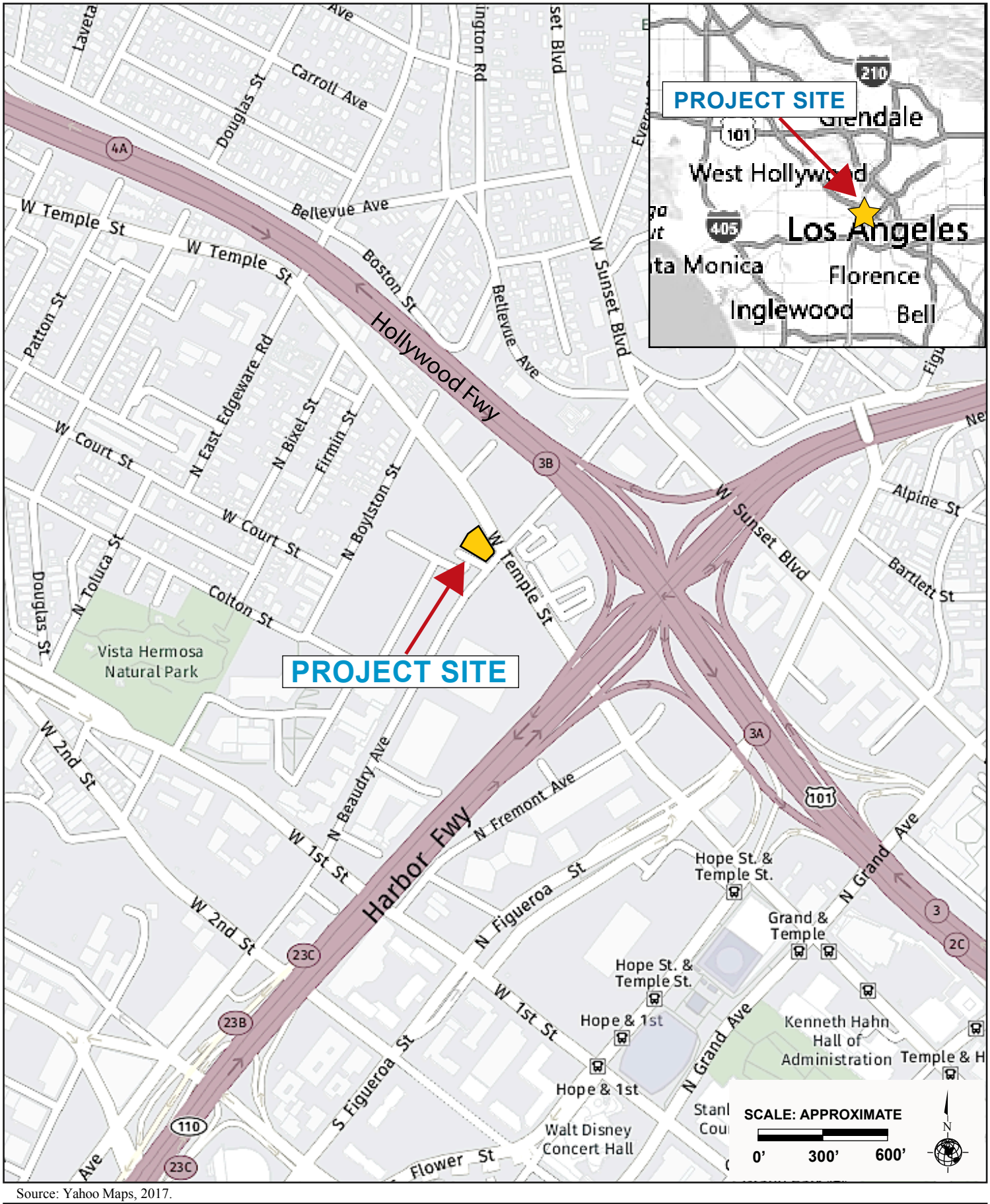
Table II-1
Summary of Project Site Area

Property Address	APNs	Existing Land Uses	Lot Area (square feet)
1100 W. Temple Street 1108 W. Temple Street	5160-025-001	Auto repair facility (3,669 sf) with associated surface parking and a 521 sf food stand	15,764 square feet (0.36)
333 N. Beaudry Avenue 1101 W. Angelina Street 1111 W. Angelina Street			
Sources: City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed September 2017.			

The Project Site is generally bounded by Temple Street to the north; Beaudry Avenue to the east; Angelina Street to the south; and the Edward R. Roybal Learning Center baseball field to the west.

REGIONAL AND LOCAL ACCESS

Primary regional access to the Project Site is provided by the Hollywood Freeway (US-101) and the Harbor Freeway (SR-110). The Hollywood Freeway (US-101) runs in a generally northwest-to-southeast direction about 0.1 miles to the north of the Project Site. The Harbor Freeway (SR-110) generally runs in a north-south direction about 0.13 miles to the southeast of the Project Site.



Source: Yahoo Maps, 2017.

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Figure II-1
Project Location Map

Primary street access is provided by Temple Street, which borders the Project Site to the north and Beaudry Avenue, which borders the Project Site to the east. Temple Street is a two-way street providing two travel lanes in each direction. Temple Street is designated as an "Avenue II" in the City's Mobility Plan. Beaudry Avenue is a two-way street providing two travel lanes in each direction and is classified as an "Avenue II" roadway north of Temple Street and classified as an "Avenue I" south of Temple Street in the City's Mobility Plan. Angelina Street is located immediately south of the Project Site. While Angelina Street is classified as a "Collector Street" in the City's Mobility Plan, it terminates at the Edward R. Roybal Learning Center immediately adjacent to the Project Site's westerly property line and serves no other property other than the Project Site and the Learning Center parking lots. No on-street parking is permitted along Beaudry Avenue or Temple Street, adjacent to the Project Site. On-street parking is permitted along Angelina Street with some restrictions. Other major roadways in the vicinity that provide access to the Project Site include Sunset Boulevard, which is classified as an "Avenue I" roadway and is located 0.2 mile north of the Project Site; Figueroa Street, which is classified as a "Boulevard II" roadway and is located 0.3 mile east of the Project Site; and 1st Street, which is classified as a "Boulevard II" roadway and is located approximately 0.3 mile south of the Project Site.

TRANSIT PRIORITY AREA

In 2013, the State of California enacted Senate Bill 743 (SB 743), which 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 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 adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 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 a Transit Priority Area as defined by CEQA.[1] The Project Site is also located in a transit-rich area in the City of Los Angeles. The Project Site's location provides for a transit-friendly development, as the Project Site is nearby a variety of public transit options. The Project Site is also located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less along Temple Street and Beaudry Avenue. The Project Site is approximately 0.7 mile (walking distance) southeast of the Civic Center/Grand Park Metro station, which is a transit hub served by Metro Red Line and Metro Purple Line and provides access to other areas within the City of Los Angeles and greater metropolitan area. A total of 10 bus lines, including both local-stop (Metro 10/48, Metro 92, Metro 2/302, Metro 4, Metro 55/355, Metro 60, LADOT DASH – Lincoln Heights/Chinatown, DASH

[1] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed May 2017.*

Downtown B), and regional/commuter lines (Commuter Express 438 and Commuter Express 448) currently serve the Project Site via stops located within convenient walking distance along Temple Street, Beaudry Avenue, Sunset Boulevard, Figueroa Street, Bellevue Avenue, Grand Avenue, and other nearby streets. The Project Site is also situated within easy walking distance to other commercial businesses located in the Downtown area along the Temple Street corridor, further east of the Project Site.

ZONING AND LAND USE DESIGNATIONS

Figure II-2, Zoning and General Plan Designations, shows the existing zoning and land use designation on the Project Site and the surrounding area. The Los Angeles Municipal Code (LAMC) defines that the zoning across the Project Site as "CW," which indicates that the development specifications on the Project Site is established by the Central City West Specific Plan (Specific Plan). As shown in Figure II-3, Central City West Specific Plan – North Subarea Map, the Project Site is located in Temple/Beaudry Neighborhood District of the North Subarea within the Central City West Specific Plan Area. The Specific Plan identifies "land use categories" that further guide development on-site. The Project Site has a land use category of C2(CW)-U/3-O and a corresponding land use designation of Community Commercial. The "U" designation defines the height allowed for the Project Site. The number after the "U" designation determines the allowable floor area ratio (FAR) across the parcels. The "O" designation identifies the Project Site in an oil-drilling district, particularly the Los Angeles City Oil Field.

The Project Site is located within the Westlake Community Plan area, the Central City West Specific Plan area, the Freeway Adjacent Advisory Notice for Sensitive Uses area, and the Los Angeles State Enterprise Zone (the Employment and Economic Incentive Program Area). The Project Site is also designated as a Transit Priority Area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[2]

Westlake Community Plan

The Project Site is located within the Westlake Community Plan ("Community Plan") area of the City of Los Angeles. The Community Plan was developed in the context of promoting a vision of the Westlake area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristics of existing uses which provided the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of future transit systems while minimizing any adverse impacts.

[2] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed September 2017.*

- Planning the remaining commercial and industrial development and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Westlake area.

The Westlake community is composed of several main subareas each with special planning priorities and concerns; these subareas include: Central City West, Pico-Union, and MacArthur Park. The Project Site is located in the Central City West area. The Central City West area is bound by the Harbor Freeway to the east, Temple Street to the north, Olympic Boulevard to the south, and Glendale Boulevard, Witmer Street, Union Avenue on the west. The land use in the area is governed by the Central City West Specific Plan (further discussed below), which was approved in 1991 to establish a complete 24-hour community for all segments of the population, with jobs and housing, needed public facilities, recreation/entertainment and amenities, open spaces and pedestrian oriented places. The south end of Central City West is generally characterized by office uses, while its northern half is predominated by multiple-family residential uses. According to the Westlake Community Plan, Central City West is the only area in Westlake that still contains large tracts of vacant land. Its proximity to downtown and access to transportation systems make Central City West the most suitable location in Westlake for regional commercial development. [3]

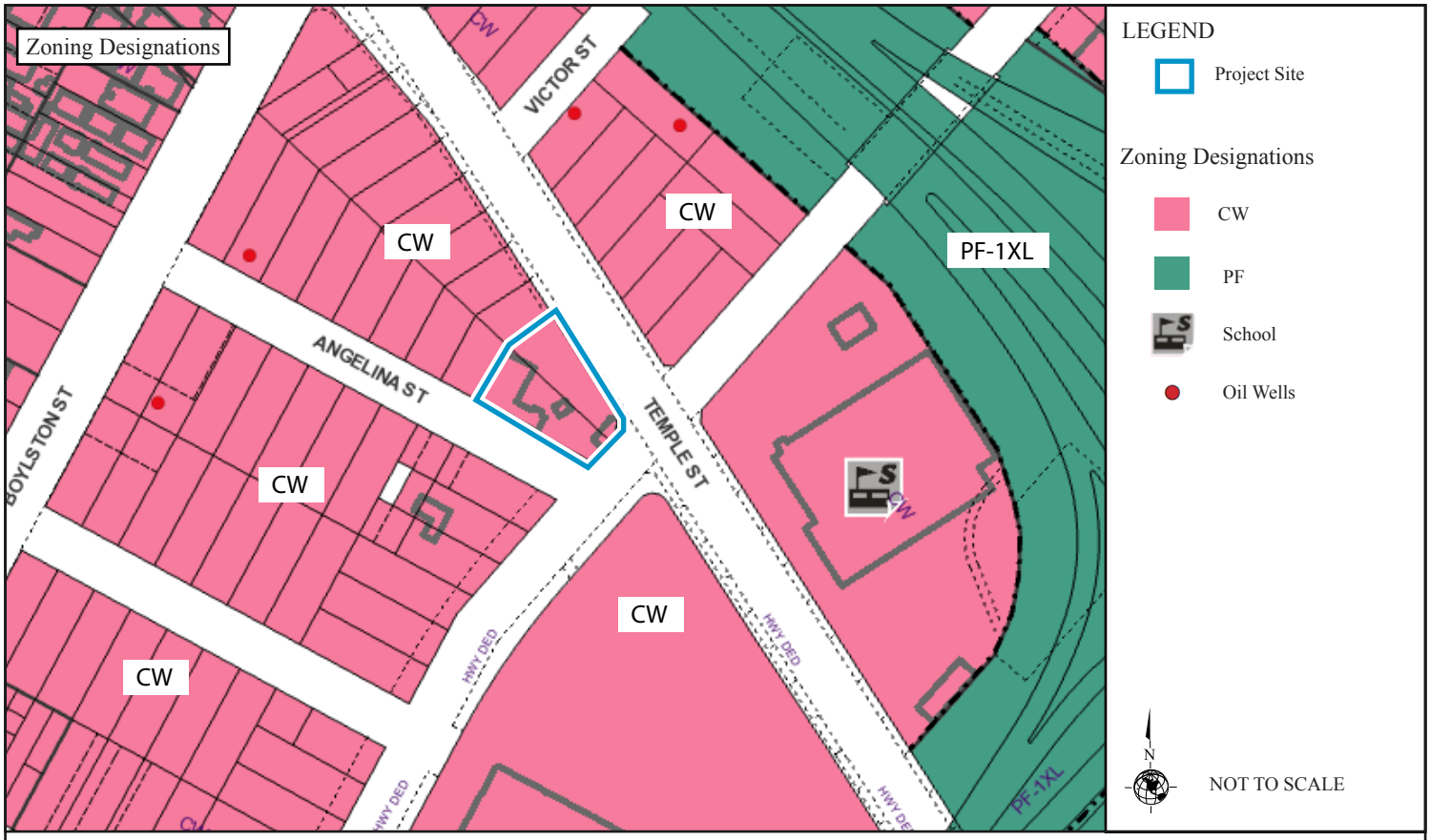
Central City West Specific Plan

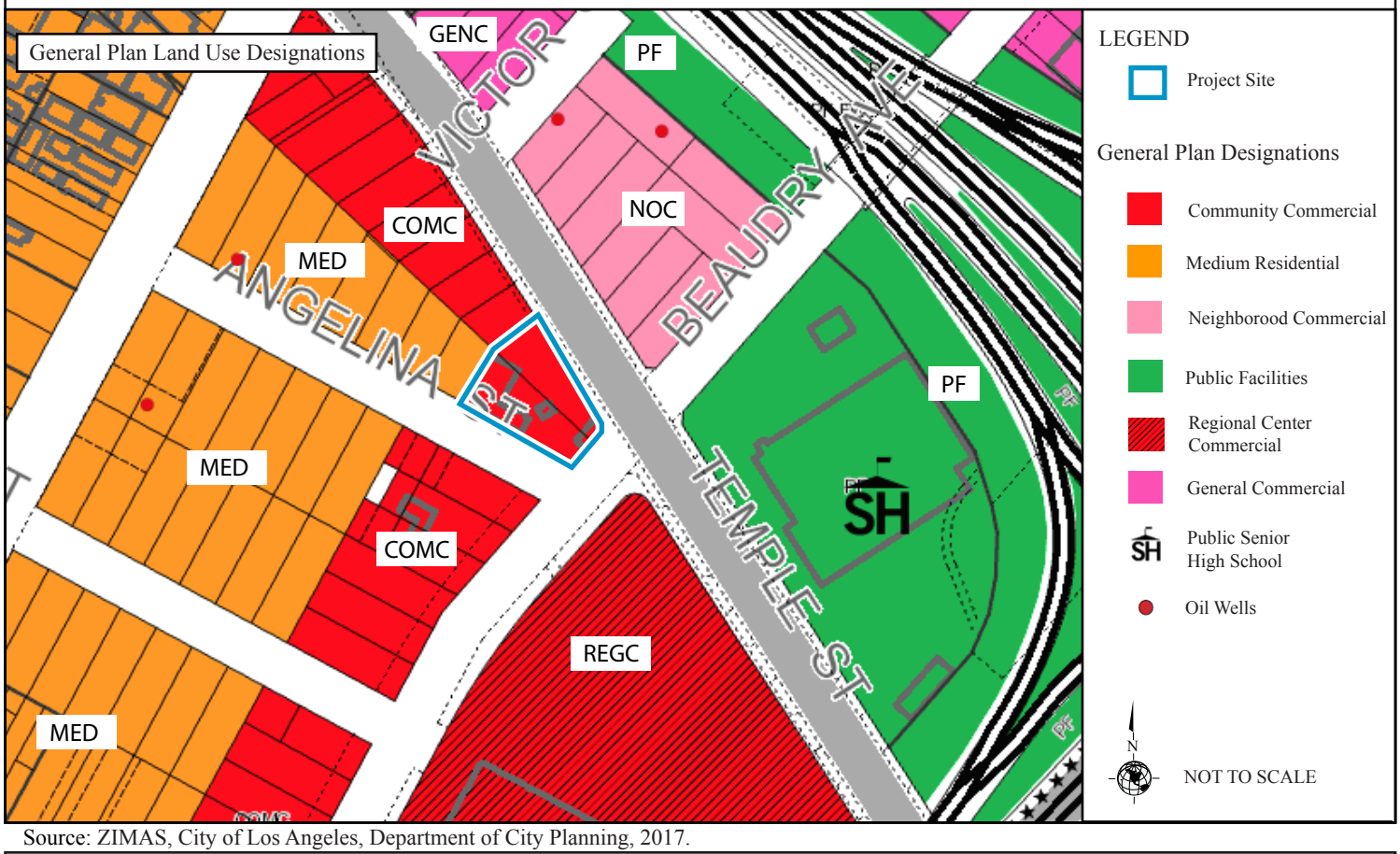
The Project Site is located in the Central City West Specific Plan ("Specific Plan") area (Ordinance No. 166,703), which became effective April 3, 1991. As shown in Figure II-3, the Project Site is located within the Temple/Beaudry Neighborhood District. The Project Site has a land use category of C2(CW)-U/3-O and a corresponding land use designation of Community Commercial.

Goals listed from the Central City West Specific Plan applicable to the Proposed Project include:

- Implement the goals and policies of the Westlake Community Plan and the Silver Lake-Echo Parking Community Plan;
- Establish a complete 24-hour community for all segments of the population, with jobs and housing, needed public facilities, recreation/entertainment and amenities, open spaces and pedestrian oriented places;
- Regulate all development, including use location, height and density to assure compatibility of uses, and to provide for the consideration of transportation and public facilities, aesthetics, historic preservation, open space and the economic and social well-being of area residents;
- Ensure that affordable dwelling units are provided through the establishment of the Housing Linkage Fee, and through the requirement that all new commercial, industrial and mixed use Projects replace affordable dwelling units demolished; and
- Regulate the number of Single Occupant Vehicle trips to and from the Specific Plan area over time, in order to promote carpooling, van pooling and mass transit usage.

[3] *City of Los Angeles Department of City Planning, Westlake Community Plan, September 16. 1997.*





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2017.

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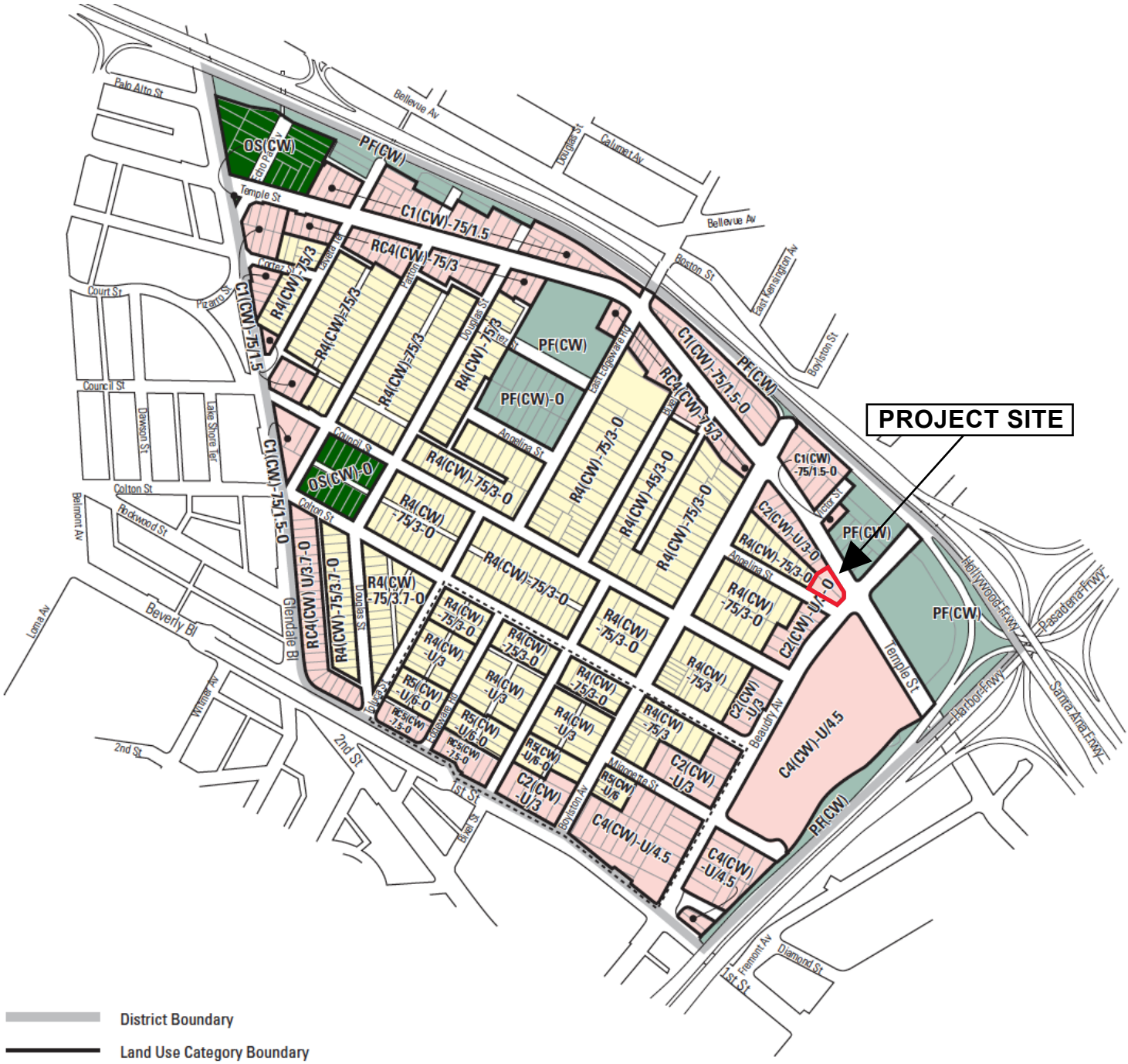
Figure II-2
Zoning and General Plan Land Use Designations



Note: The height of buildings on a lot in the U\"U" Height District shall be governed by the provisions of Section 8A

Source: City of Los Angeles, Department of City Planning, Central City West Specific Plan, North Subarea, Map No. 2, July 2000.

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Figure II-3
Central City West Specific Plan: North Subarea

Other Plans and Policies

The Project Site is also located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that guide development on the Project Site. Namely, these additional plans and policy areas include the following: Transit Priority Area in the City of Los Angeles [ZI-2452], Los Angeles State Enterprise Zone [ZI-2374], and Freeway Adjacent Advisory Notice for Sensitive Uses [ZI-2427]. These plans and policies are further discussed in Section III, Environmental Analysis.

EXISTING CONDITIONS

As shown in Figure II-4, Aerial Photograph of the Project Site, the Project Site is currently developed with a 3,669 square-foot auto repair facility and its associated surface parking, a 521 square-foot food stand, and two billboard signs. A billboard sign and the food stand fronts Beaudry Avenue. The auto repair facility is located in the southerly portion of the Project Site fronting Angelina Street. Another billboard sign is located on the north corner of the Project Site along Temple Street. There are two ingress/egress vehicle driveways to the Project Site along Temple Street and another vehicle driveway along Angelina Street. The northwest and northeast portions of the Project Site are surrounded by a chain link fence along the perimeter, and the south portion is surrounded by a cinderblock wall, except for the driveway.

There is one Tree of Heaven (*Ailanthus altissima*) located on-site, along the west side of the Project Site. There are no trees in the public right-of-way adjacent to the Project Site. A fire hydrant is located along Beaudry Avenue, adjacent to the Project Site. Photographs depicting the current conditions of the Project Site are provided in Figure II-5, Photographs of the Project Site.

SURROUNDING LAND USES

The surrounding neighborhood is characterized by a mix of educational, office, commercial, and institutional uses. The LAMC designates the zoning of the land uses surrounding the Project Site as "CW," which indicates that the development specifications on the surrounding land uses are established by the Central City West Specific Plan (Specific Plan). Figure II-4, Aerial Photograph of the Project Site, identifies the surrounding land uses in the immediate Project Site area and provides their respective uses and addresses. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-6, Photographs of Surrounding Uses.

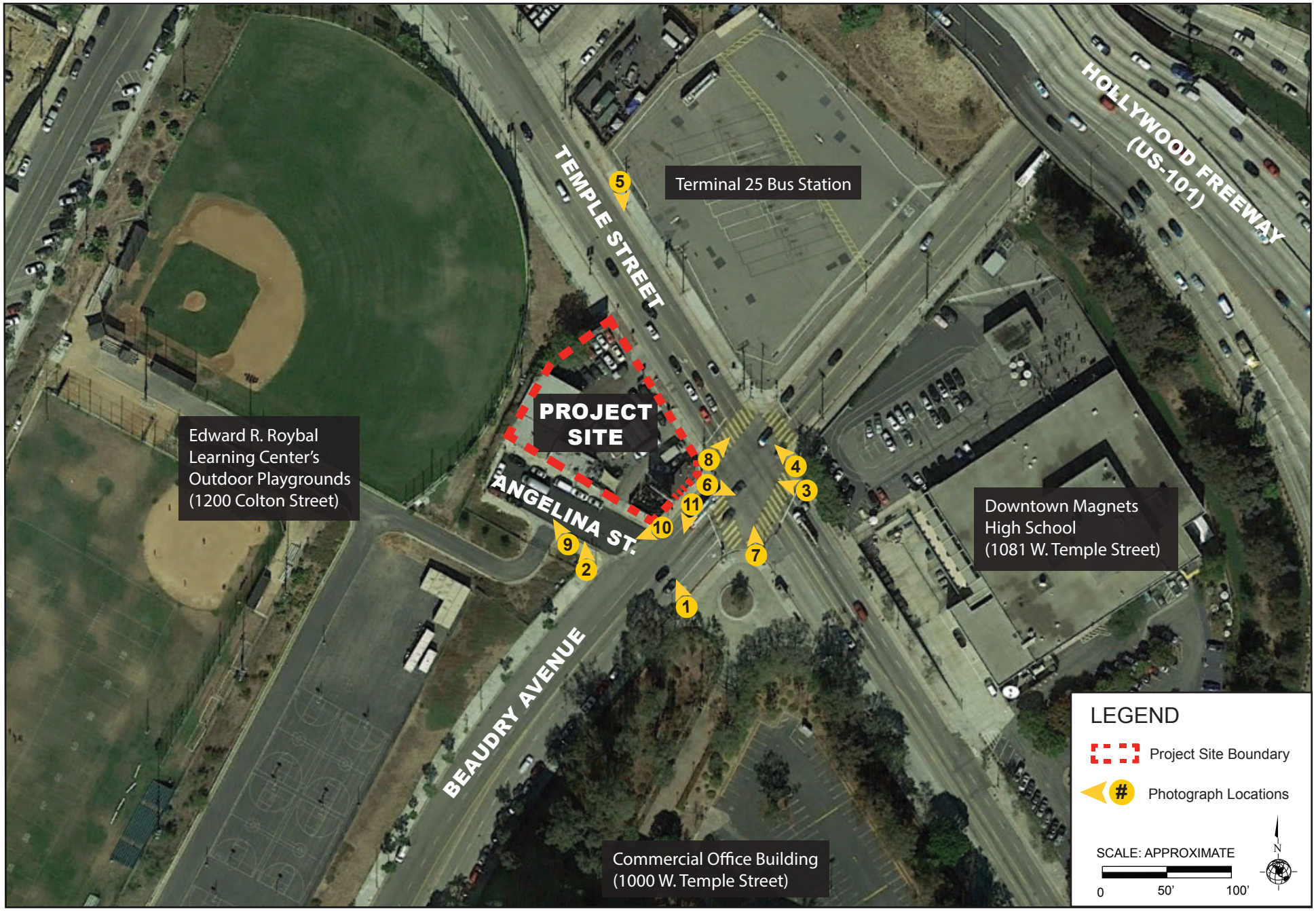
East: The Project Site is immediately bordered by Beaudry Avenue to the east. The property to the east of the Project Site, across Beaudry Avenue, is the Downtown Magnets High School, located at 1081 W. Temple Street. The Specific Plan identifies this property with a land use category of PF(CW) with a General Plan land use designation of Public Facilities. (See Figure II-6, View 6).

North: The Project Site is immediately bordered by Temple Street to the north. The Terminal 25 bus station is located north of the Project Site across Temple Street, which consists of a private surface parking lot. The Specific Plan identifies this property to the north with a land use category of PF(CW) with a General Plan land use designation of Neighborhood Commercial. (See Figure II-6, View 7). The Hollywood Freeway (US-101) is located further north of the Project Site. (See Figure II-6, View 8).

West: The Edward R. Roybal Learning Center's baseball field is located immediately west of the Project Site. Although the Learning Center is an educational use, the Specific Plan designates this site as C2(CW)-U/3-O with a General Plan land use designation of Community Commercial for the northern portion fronting Temple Street and a land use category of R4(CW)75/3-O with a General Plan land use designation of Medium Residential on the southern portion along Angelina Street, reflecting the land use vision for such site before it was acquired for development of the Learning Center. (See Figure II-6, View 9).

South: The Edward R. Roybal Learning Center's basketball courts and multipurpose fields are located south of the Project Site, across Angelina Street. As discussed above, the Specific Plan classifies the portions of the Learning Center fronting Beaudry Avenue as C2(CW)-U/3-O and a General Plan land use designation of Community Commercial, and R4(CW)75/3-O and General Plan land use designation of Medium Residential for the western portion fronting Boylston Avenue, reflecting the land use vision for such site before it was acquired for development of the Learning Center. (See Figure II-6, View 10).

Southeast: The property to the southeast of the Project Site, across Beaudry Avenue, consists of a nine-story commercial office building. This property is zoned C4(CW)-U/4.5 with a General Plan land use designation of Regional Center Commercial. (See Figure II-6, View 11).



Source: Google Earth, Aerial View, 2016.

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Figure II-4
Aerial Photograph of the Project Site and Surrounding Land Uses

View 1: On the east side of Beaudry Avenue looking north at the Project Site.

View 2: On the south side of Angelina Street looking north at the Project Site.

View 3: On the northeast corner of Temple Street and Beaudry Avenue looking west at the Project Site.

View 4: On the northeast corner of Temple Street and Beaudry Avenue looking northwest at the Project Site.

View 5: On the north side of Temple Street looking south at the Project Site.

Sources: Parker Environmental Consultants, 2017.

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Figure II-5
Photographs of the Project Site
Views 1-5

View 6: On the southwest corner of Temple Street and Beaudry Avenue looking east at Downtown Magnets High School, located east of the Project Site.

View 7: On the southeast corner of Temple Street and Beaudry Avenue looking north at the properties norh of the Project Site.

View 8: On the southwest corner of Temple Street and Beaudry Avenue looking northeast at the US-101 Freeway.

View 9: On the south side of Angelina Street looking west at Edward R. Roybal Learning Center baseball field, located west of the Project Site.

View 10: On the north side of Angelina Street looking southwest at Edward R. Roybal's basketball courts and multipurpose fields, located south of the Project Site.

View 11: On the west side of Beaudry Avenue looking south at the properties southeast of the Project Site.

Source: Parker Environmental Consultants, 2017.

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Figure II-6
Photographs of the Surrounding Land Uses
Views 6-11

PROPOSED DEVELOPMENT

The Proposed Project includes the construction and development of an eight-story residential building with a total of 53 multi-family residential units. The Proposed Project would provide five residential levels above three parking levels. The Proposed Project would include a total of 47,291 square feet. The Proposed Project would provide 64 vehicle parking spaces throughout the ground level, second level, and third level. A summary of the Proposed Project with the proposed unit mix and floor area for the Project Site is provided in Table II-2, Proposed Development Program, below. The Proposed Project's floor plans are depicted in Figure II-7 through Figure II-10.

Table II-2
Proposed Development Program

Land Uses	Dwelling Units	Floor Area (Square Feet)
Residential		
Studio Units	13	37,838
1-Bedroom Units	30	
2-Bedroom Units	10	
Common Space [a]	--	9,453
TOTAL	**53 du**	**47,291 sf**

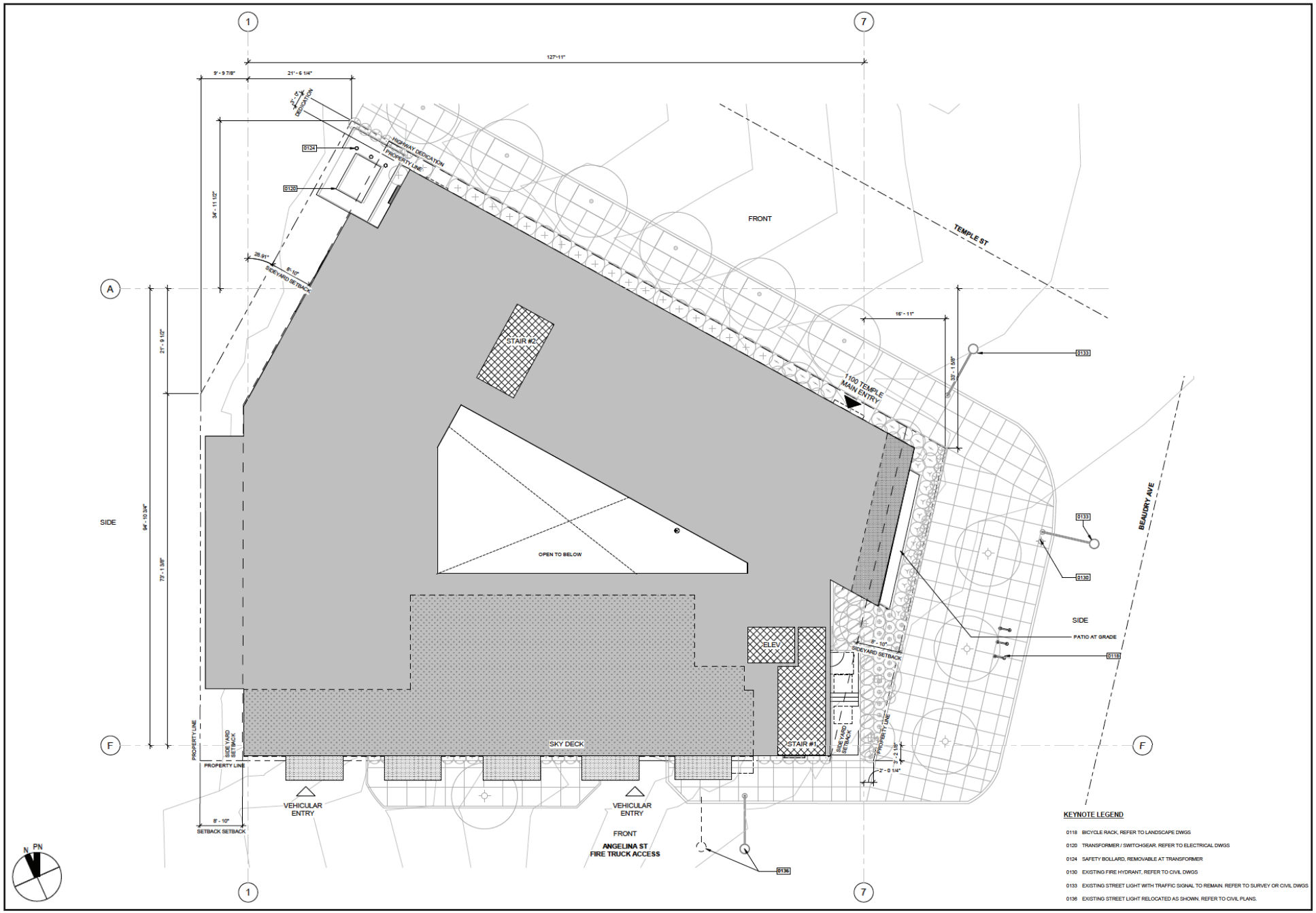
Notes:
[a] *Common Space includes exterior and interior residential support areas, open space, and balconies.*
Source: Urban Architecture Lab, June 2018.

Residential Uses

As shown in Table II-2, above, the Proposed Project would include a maximum of 53 units and residential support areas within five floors (Level 4 through Level 8) totaling approximately 37,838 square feet of residential floor area. The unit mix is diverse and would include 13 studio units, 30 one-bedroom units, and 10 two-bedroom units of varying sizes and configurations. Of the 53 apartment units, four units would be reserved as "very low-income" units. The building would include residential support areas such as a residential lobby, trash room, mailroom, and balconies. The Proposed Project would also include residential amenities including, but not limited to, a lobby patio, a community room, gym, pool deck, courtyard and lounging areas, balconies, and roof decks.

FLOOR AREA

The Specific Plan identifies the Project Site with a land use category of C2(CW)-U/3-O. Pursuant to the Specific Plan, the Project Site is limited to a FAR of 3:1, or approximately 47,292 square feet of floor area. The Proposed Project would include 47,291 square feet of floor area, and as such its proposed FAR would be 3:1.



Source: Urban Architecture Lab, June 27, 2018.

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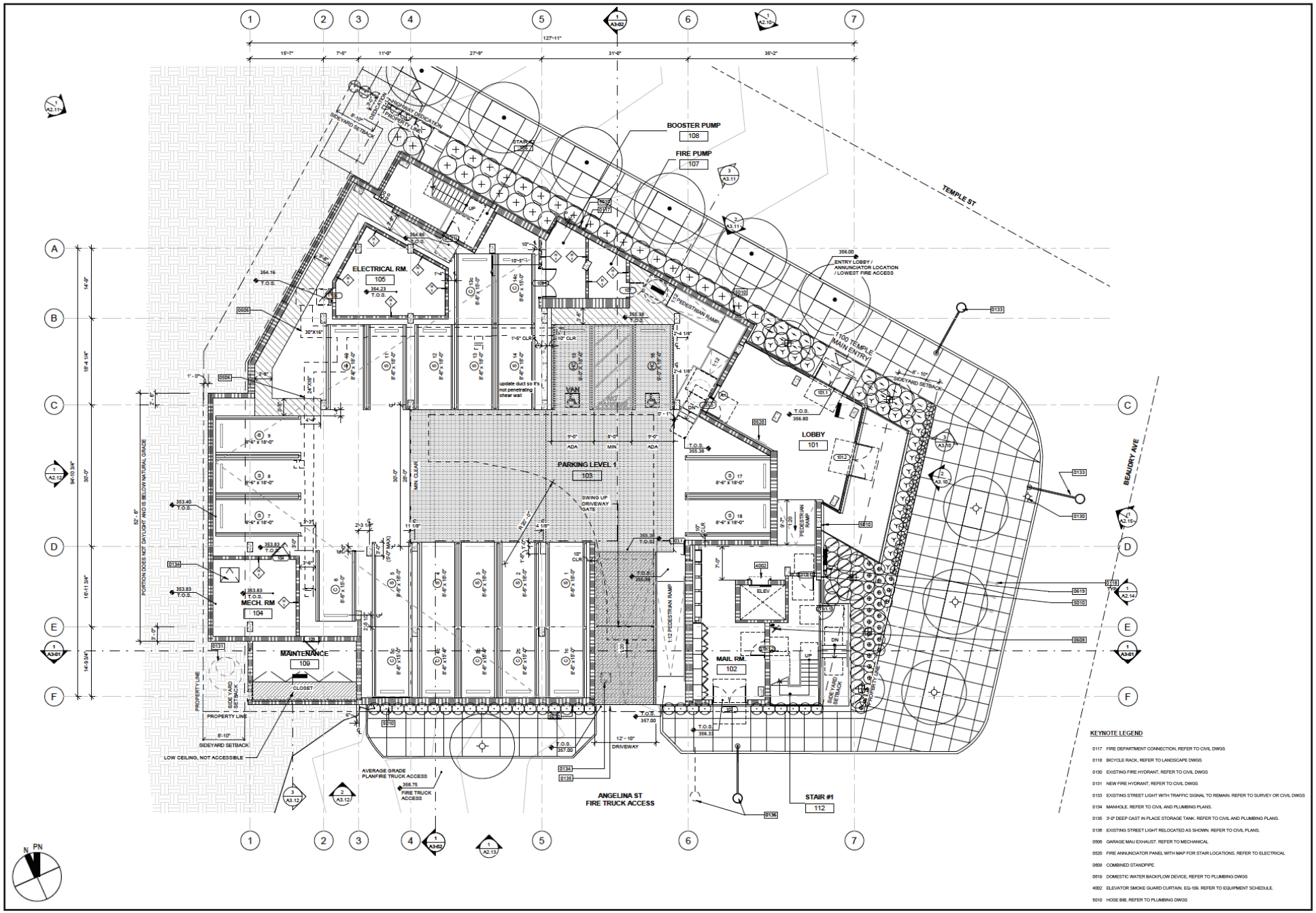
Figure II-7
Site Plan



Source: Urban Architecture Lab, June 27, 2018.

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Figure II-8
First Floor Plan

Source: Urban Architecture Lab, June 27, 2018.

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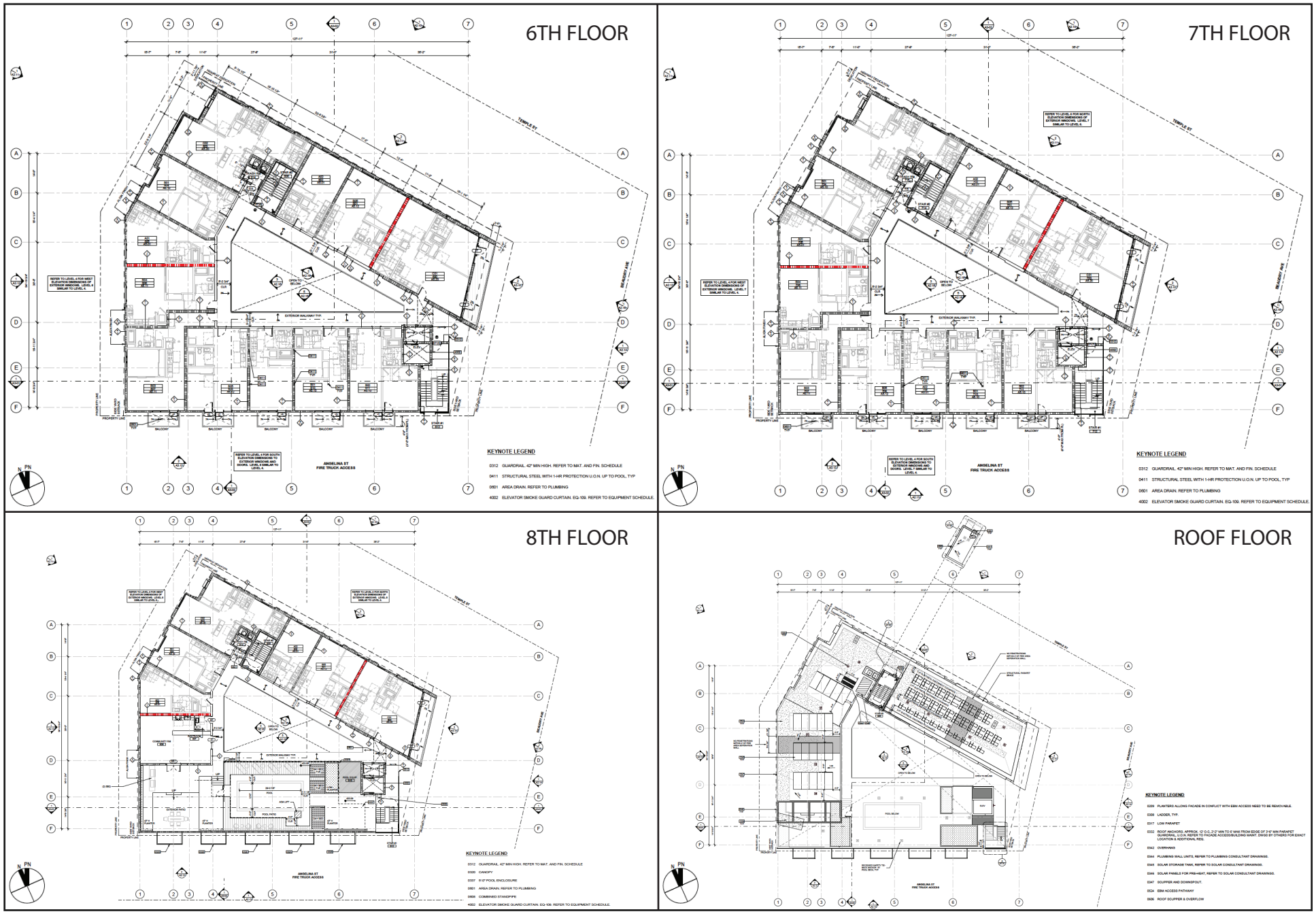
Figure II-9
Second to Fifth Floor Plans



Source: Urban Architecture Lab, June 27, 2018.

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Figure II-10
Sixth to Roof Floor Plans

DENSITY

Under the Project Site's C2(CW) Commercial category, the density regulations of Section 12.14 of the LAMC apply permitting a dwelling unit density of one dwelling unit is 400 square feet. Applied to the Project Site, this equals a base density of 39 dwelling units for the Project Site. Because the Applicant proposed to set aside 10% of its base density for very low-income housing units (four units), the Applicant is entitled to a 32.5 percent density bonus (or 14 market rate units, after rounding up the base density to 40 pursuant to the LAMC Section 12.22 A.25), for a total of 53 dwelling units. The Proposed Project is not requesting any bonus floor area in association with its Density Bonus request.

SETBACKS

For the C2(CW) Commercial category, the setback regulations of Section 12.14 of the LAMC shall apply. LAMC Section 12.14 provides that residential uses shall conform to the R4 area requirements for side yards. The side yards shall have a minimum five feet with one additional foot added for every floor above the second level. The Proposed Project is required to provide an 11-foot side setback. As one of the on-menu incentives to which the Proposed Project is entitled as a result of its 10% (four units) very low-income set aside, the Proposed Project is requesting a 20 percent reduction in the westerly and easterly side yards required to an 8'-10" side yards in lieu of the required 11 feet.

HEIGHT

Pursuant to the Specific Plan, the maximum height of development on the Project Site may not exceed 1,268 feet above mean sea level (MSL). The Proposed Project would be eight stories above grade reaching approximately 86.5 feet above grade at the roof level. This would result in a maximum height of 359.4 feet above MSL, which would be well below the height limitation for the Project Site.

ARCHITECTURAL FEATURES

The Proposed Project would consist of an eight-story building (with an maximum height of approximately 94 feet above grade at the top of the parapet, from the lowest grade) with five floors of multi-family housing above three parking levels. The Proposed Project's dwelling units would be oriented around an interior open-air podium courtyard, which would allow all of the Proposed Project's dwelling units to receive light and air on both the interior and exterior exposures. The Proposed Project's architectural features would include metal panel systems, perforated panels, glazing systems, green walls, and ventilation screens. The building elevations are illustrated in Figure II-11 through Figure II-14. Building sections depicting the scale and massing of the proposed building is shown in Figure II-15 and Figure II-16. Architectural renderings are provided in Figure II-17.

KEYNOTE LEGEND

0117 FIRE DEPARTMENT CONNECTION, REFER TO CIVIL DWGS

0124 SAFETY BOLLARD, REMOVABLE AT TRANSFORMER

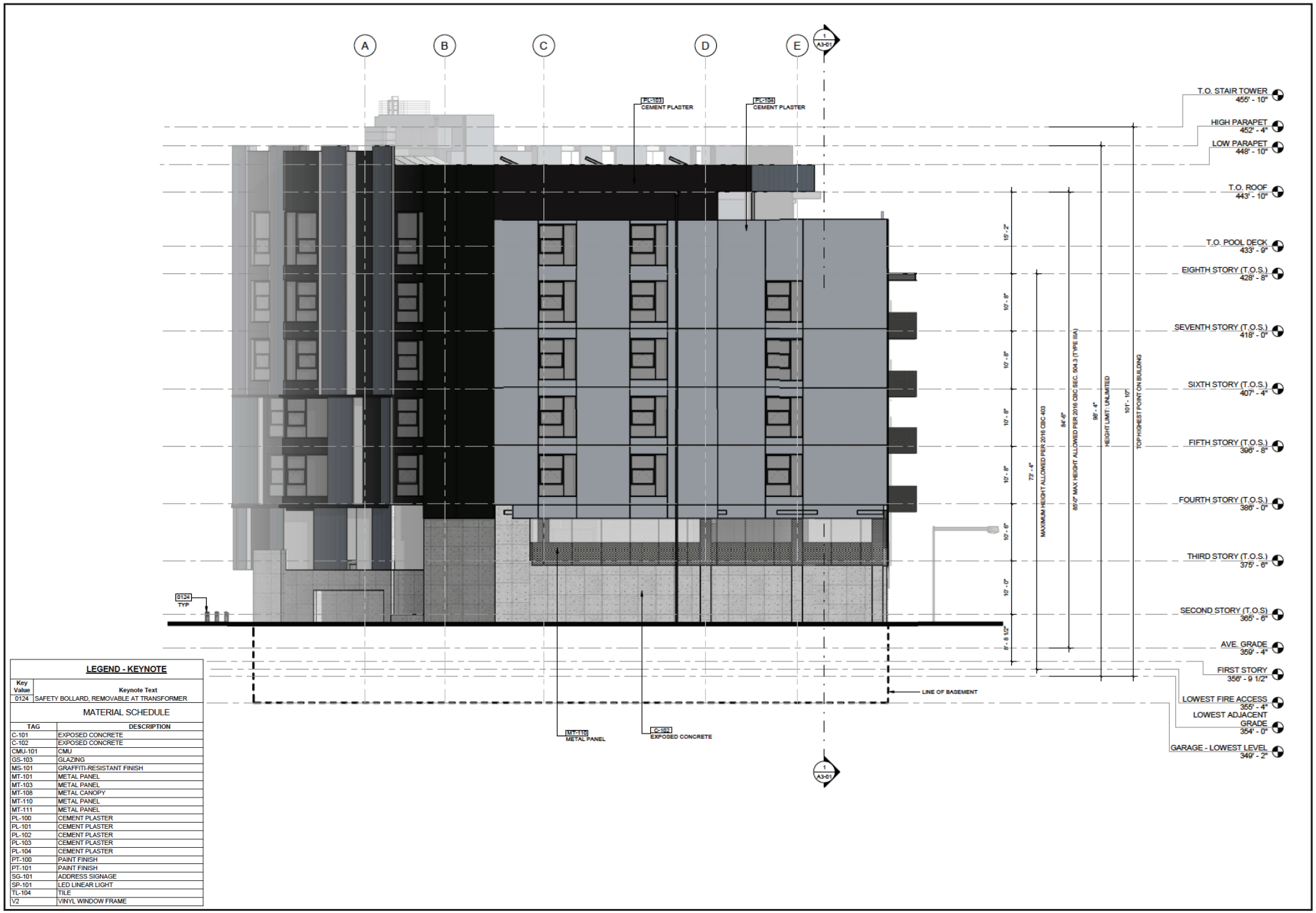
MATERIAL SCHEDULE

TAG	DESCRIPTION
C-101	EXPOSED CONCRETE
C-102	EXPOSED CONCRETE
CMU-101	CMU
GS-103	GLAZING
MG-101	GRAFFITI-RESISTANT FINISH
MT-101	METAL PANEL
MT-103	METAL PANEL
MT-108	METAL CANOPY
MT-110	METAL PANEL
MT-111	METAL PANEL
PL-100	CEMENT PLASTER
PL-101	CEMENT PLASTER
PL-102	CEMENT PLASTER
PL-103	CEMENT PLASTER
PL-104	CEMENT PLASTER
PT-100	PAINT FINISH
PT-101	PAINT FINISH
SG-101	ADDRESS SIGNAGE
SP-101	LED LINEAR LIGHT
TL-104	TILE
V2	VINYL WINDOW FRAME

Source: Urban Architecture Lab, June 27, 2018.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-11
North Elevation



LEGEND - KEYNOTE

Key Value	Keynote Text
0124	SAFETY BOLLARD, REMOVABLE AT TRANSFORMER

MATERIAL SCHEDULE

TAG	DESCRIPTION
C-101	EXPOSED CONCRETE
C-102	EXPOSED CONCRETE
CMU-101	CMU
GS-103	GLAZING
MS-101	GRAFFITI-RESISTANT FINISH
MT-101	METAL PANEL
MT-103	METAL PANEL
MT-108	METAL CANOPY
MT-110	METAL PANEL
MT-111	METAL PANEL
PL-100	CEMENT PLASTER
PL-101	CEMENT PLASTER
PL-102	CEMENT PLASTER
PL-103	CEMENT PLASTER
PL-104	CEMENT PLASTER
PT-100	PAINT FINISH
PT-101	PAINT FINISH
SG-101	ADDRESS SIGNAGE
SP-101	LED LINEAR LIGHT
TL-104	TILE
V2	VINYL WINDOW FRAME

Source: Urban Architecture Lab, June 27, 2018.

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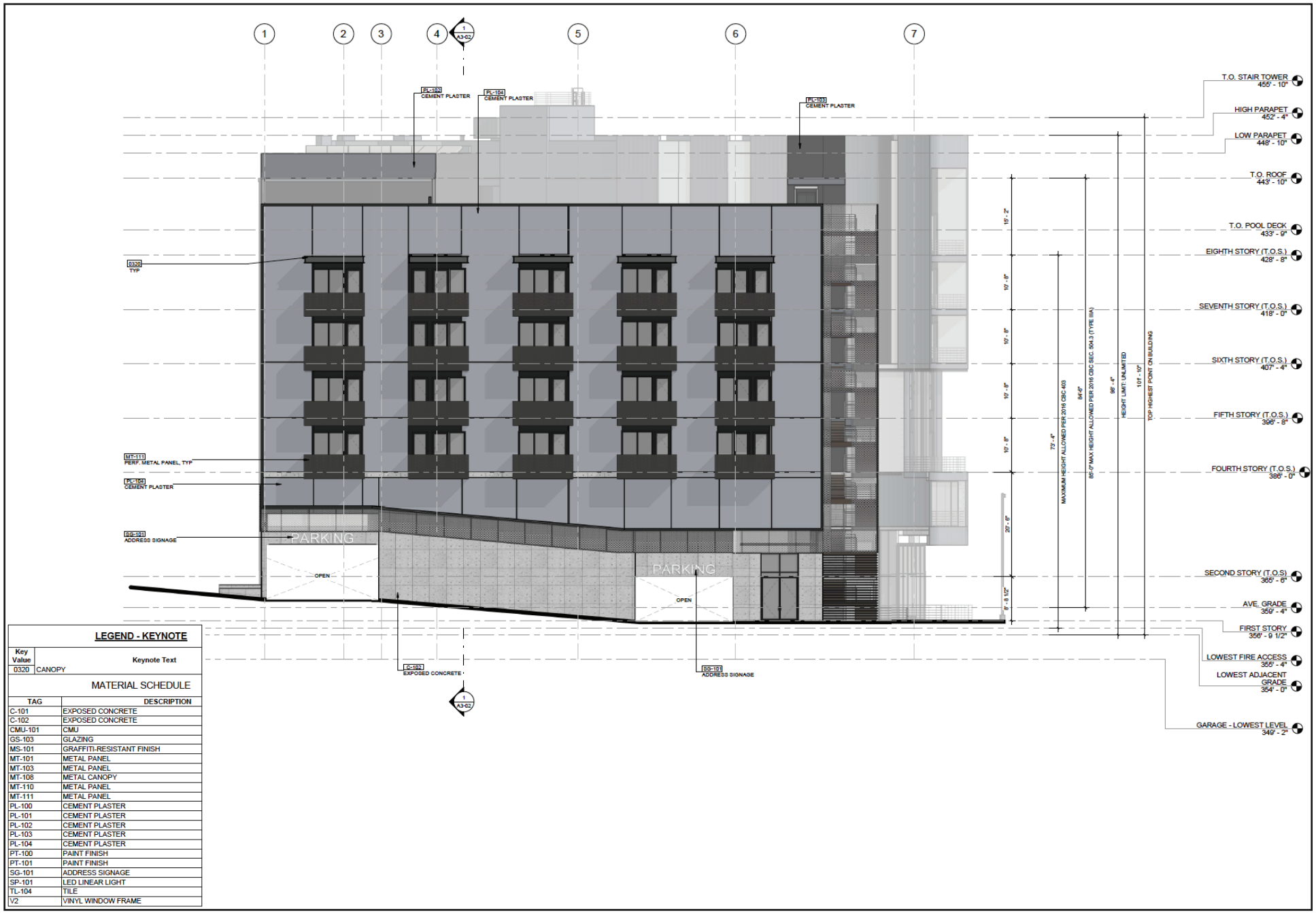
Figure II-12
West Elevation



LEGEND - KEYNOTE

Key Value	Keynote Text
0320	CANOPY

MATERIAL SCHEDULE

TAG	DESCRIPTION
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C-102	EXPOSED CONCRETE
CMU-101	CMU
GS-103	GLAZING
MS-101	GRAFFITI-RESISTANT FINISH
MT-101	METAL PANEL
MT-103	METAL PANEL
MT-108	METAL CANOPY
MT-110	METAL PANEL
MT-111	METAL PANEL
PL-100	CEMENT PLASTER
PL-101	CEMENT PLASTER
PL-102	CEMENT PLASTER
PL-103	CEMENT PLASTER
PL-104	CEMENT PLASTER
PT-100	PAINT FINISH
PT-101	PAINT FINISH
SG-101	ADDRESS SIGNAGE
SP-101	LED LINEAR LIGHT
TL-104	TILE
V2	VINYL WINDOW FRAME

Source: Urban Architecture Lab, June 27, 2018.

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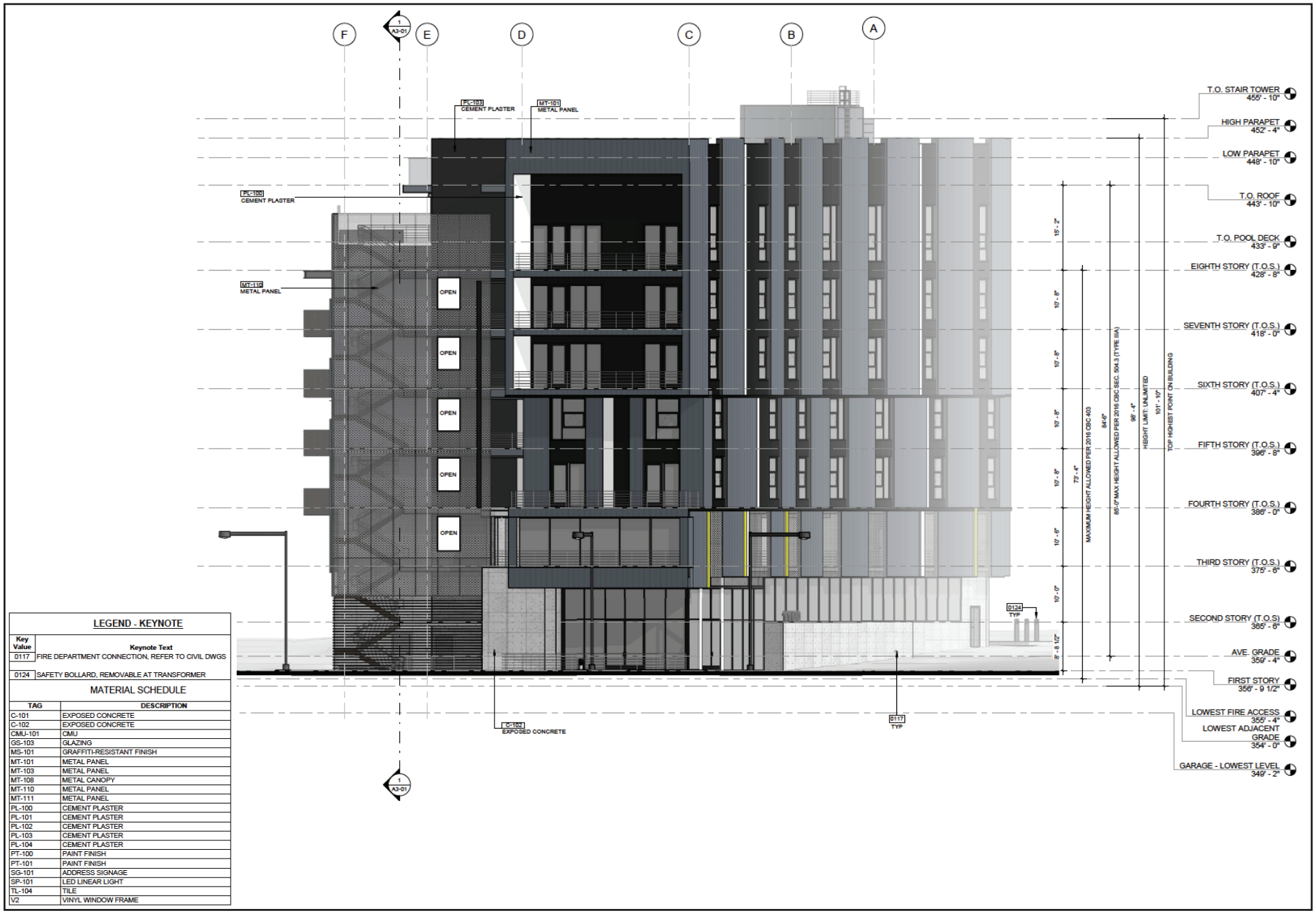
Figure II-13
South Elevation



LEGEND - KEYNOTE

Key Value	Keynote Text
0117	FIRE DEPARTMENT CONNECTION, REFER TO CIVIL DWGS
0124	SAFETY BOLLARD, REMOVABLE AT TRANSFORMER

MATERIAL SCHEDULE

TAG	DESCRIPTION
C-101	EXPOSED CONCRETE
C-102	EXPOSED CONCRETE
CMU-101	CMU
GS-103	GLAZING
MS-101	GRAFFITI-RESISTANT FINISH
MT-101	METAL PANEL
MT-103	METAL PANEL
MT-108	METAL CANOPY
MT-110	METAL PANEL
MT-111	METAL PANEL
PL-100	CEMENT PLASTER
PL-101	CEMENT PLASTER
PL-102	CEMENT PLASTER
PL-103	CEMENT PLASTER
PL-104	CEMENT PLASTER
PT-100	PAINT FINISH
PT-101	PAINT FINISH
SG-101	ADDRESS SIGNAGE
SP-101	LED LINEAR LIGHT
TL-104	TILE
V2	VINYL WINDOW FRAME

Source: Urban Architecture Lab, June 27, 2018.

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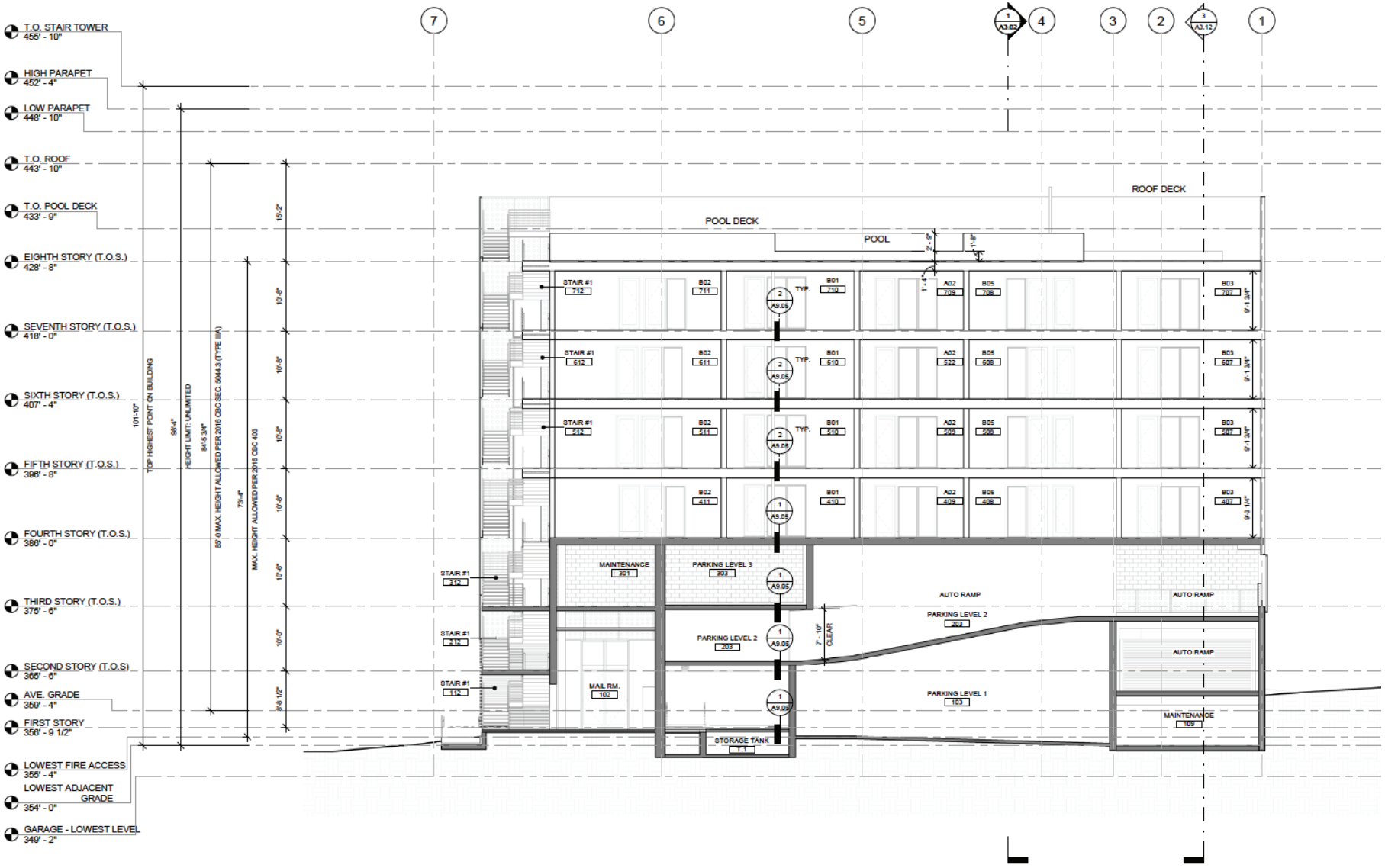
Figure II-14
East Elevation



Source: Urban Architecture Lab, June 27, 2018.

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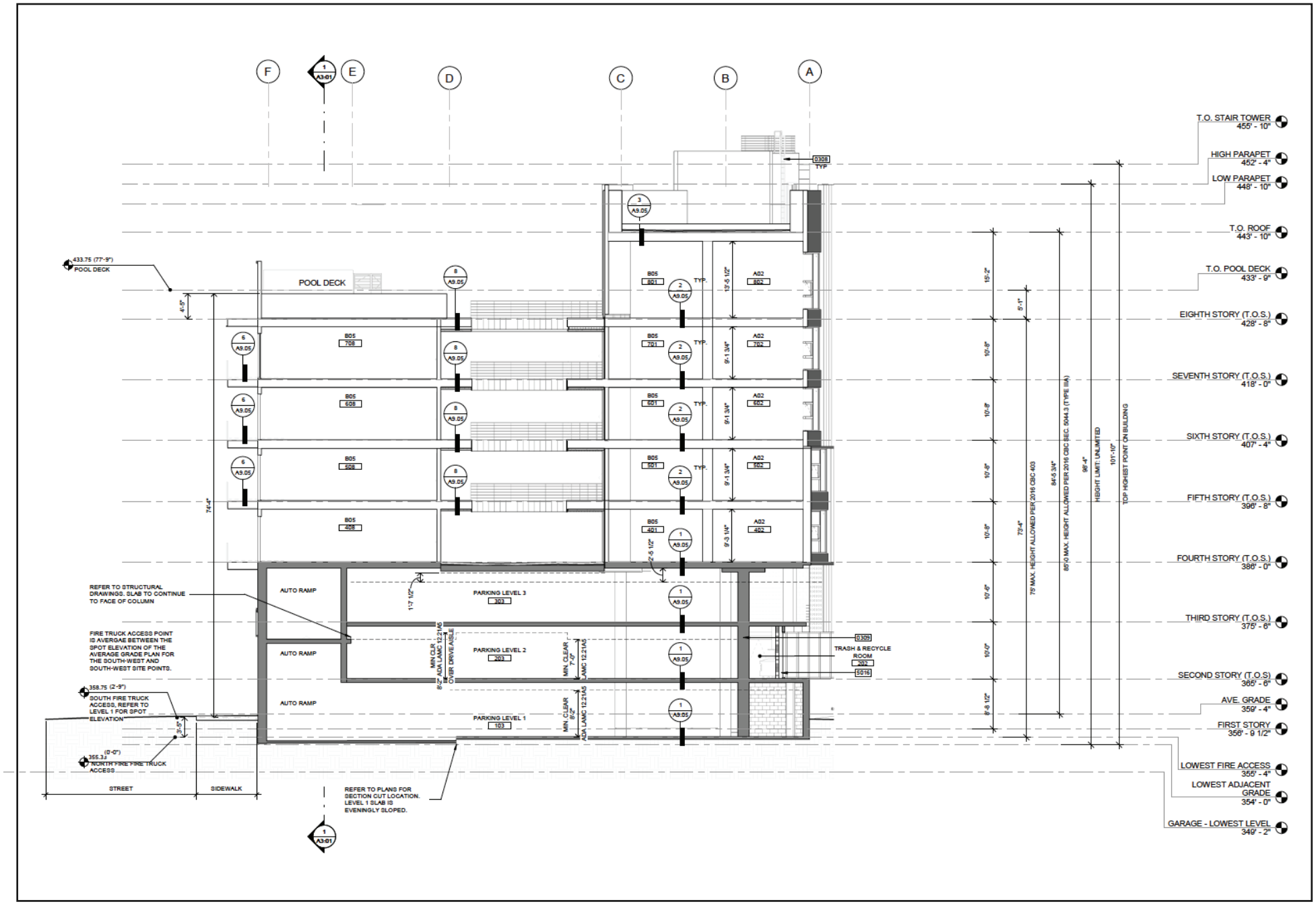
Figure II-15
Building Section 1



Source: Urban Architecture Lab, June 27, 2018.

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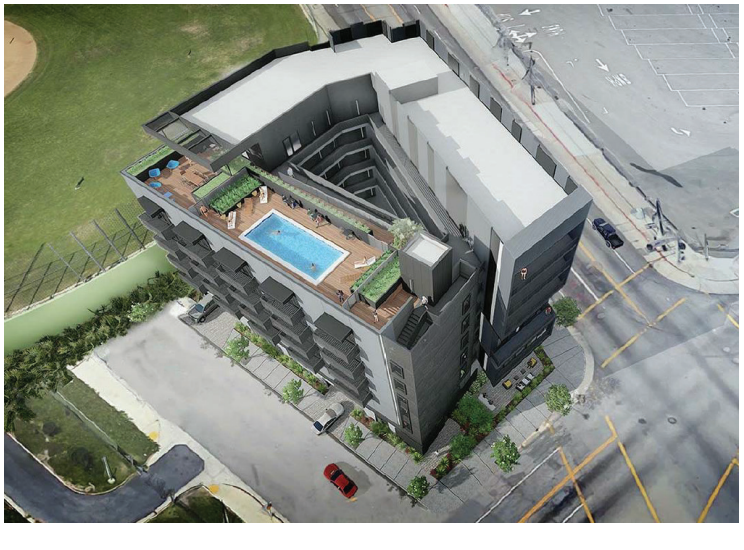
Figure II-16
Building Section 2



Source: Urban Architecture Lab, June 27, 2018.

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Figure II-17
Architectural Renderings

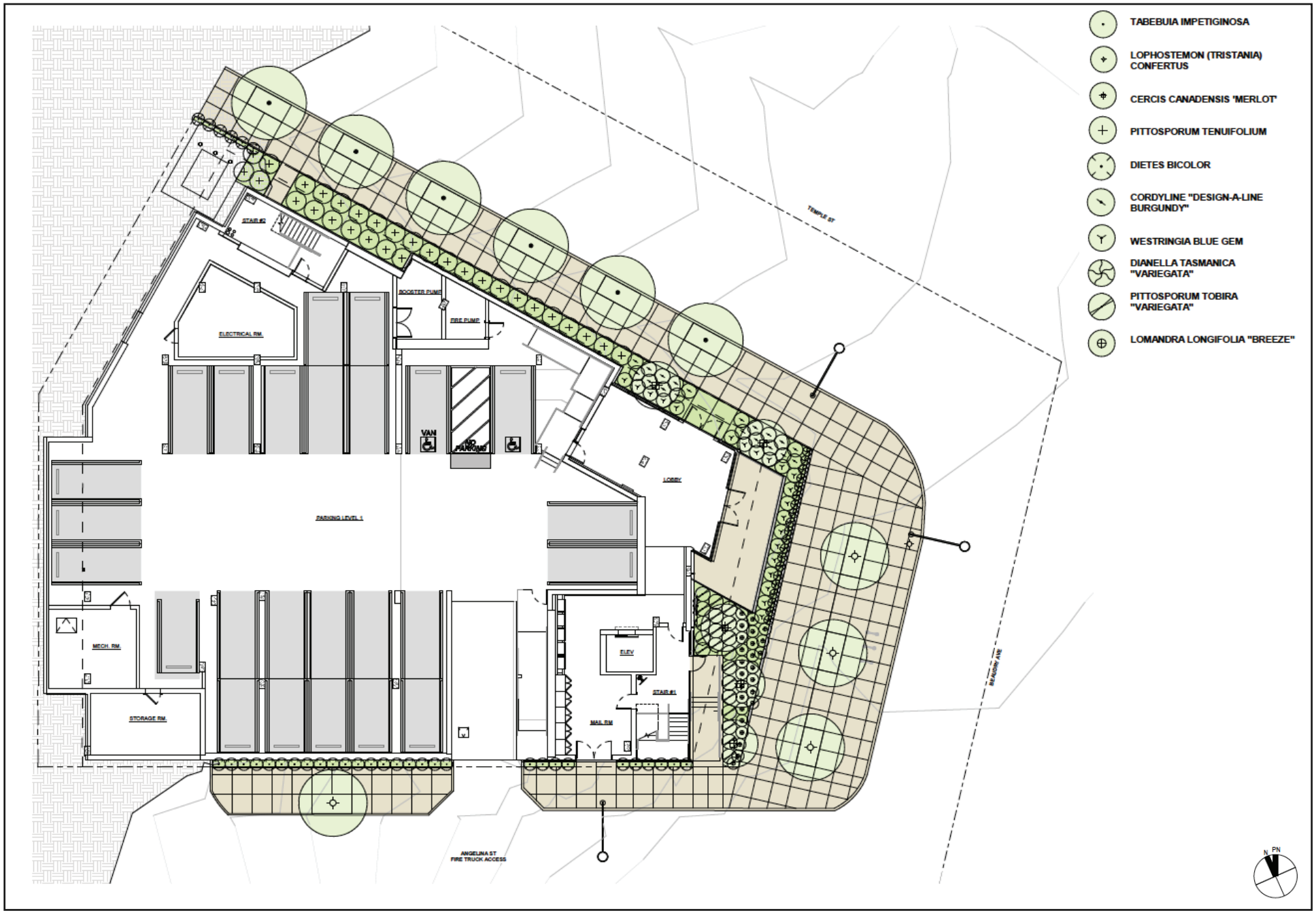
OPEN SPACE AND LANDSCAPING

Landscaping would be provided on the ground floor to compliment the public rights-of-way, including 10 new street trees. Open space and landscaping would also be provided on the fourth floor podium courtyard and eighth floor roof deck for the residents and guests. Amenities proposed within the common open space areas include a lobby patio, an amenity room, courtyard and lounging areas, balconies, and roof decks. As shown Table II-3, Summary of Required and Proposed Open Space Areas, below, the Proposed Project is required to provide 5,550 square feet of open space pursuant to the LAMC Section 12.21.G, and would provide 5,640 square feet of total open space. The Specific Plan requires that the Proposed Project provide one tree per dwelling unit with 50 percent of the trees required on-site. The Proposed Project would provide a total of 27 trees throughout the ground floor, public right-of-way, courtyard, and roof deck. The landscape plans for the ground floor, fourth floor, and eighth floor are illustrated in Figure II-18 through Figure II-20.

Table II-3
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements	Dwelling Units	Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du) [a]	43	4,300
3 Habitable Rooms (125 sf/du) [b]	10	1,250
Total	**53**	**5,550**
Proposed Open Space	**Open Space (square feet)**	
Community Room and Gym	1,317	
Podium Courtyard	1,147	
Roof Deck 1	3,310	
Total	**5,774**	

Notes: du = dwelling unit; sf = square feet
[a] *Includes studios and one-bedroom units.*
[b] *Includes two-bedroom units.*
Source: Urban Architecture Lab, October 19, 2017.



Source: Urban Architecture Lab, June 27, 2018.

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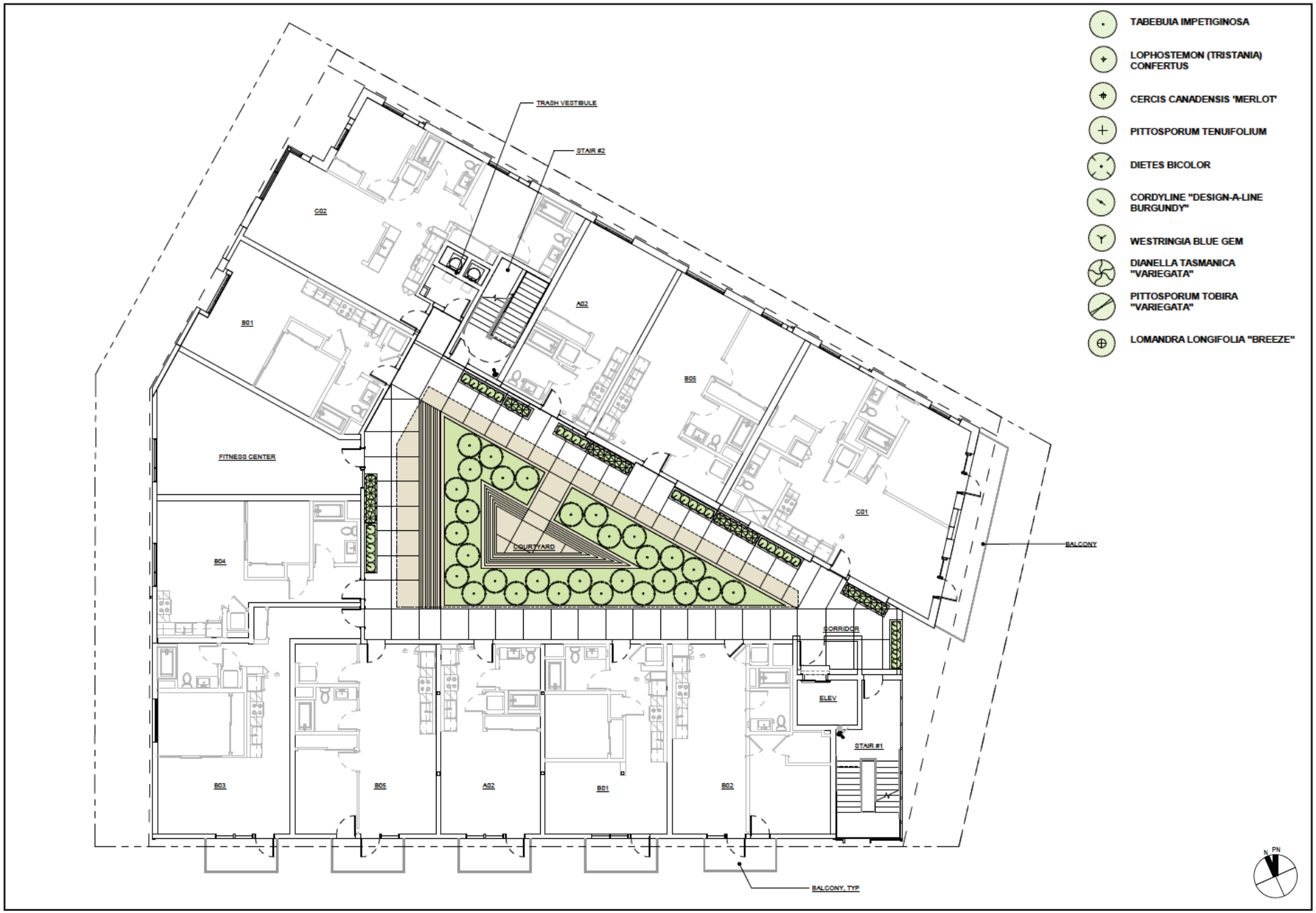
Figure II-18
First Floor Landscape Plan



Source: Urban Architecture Lab, June 27, 2018.

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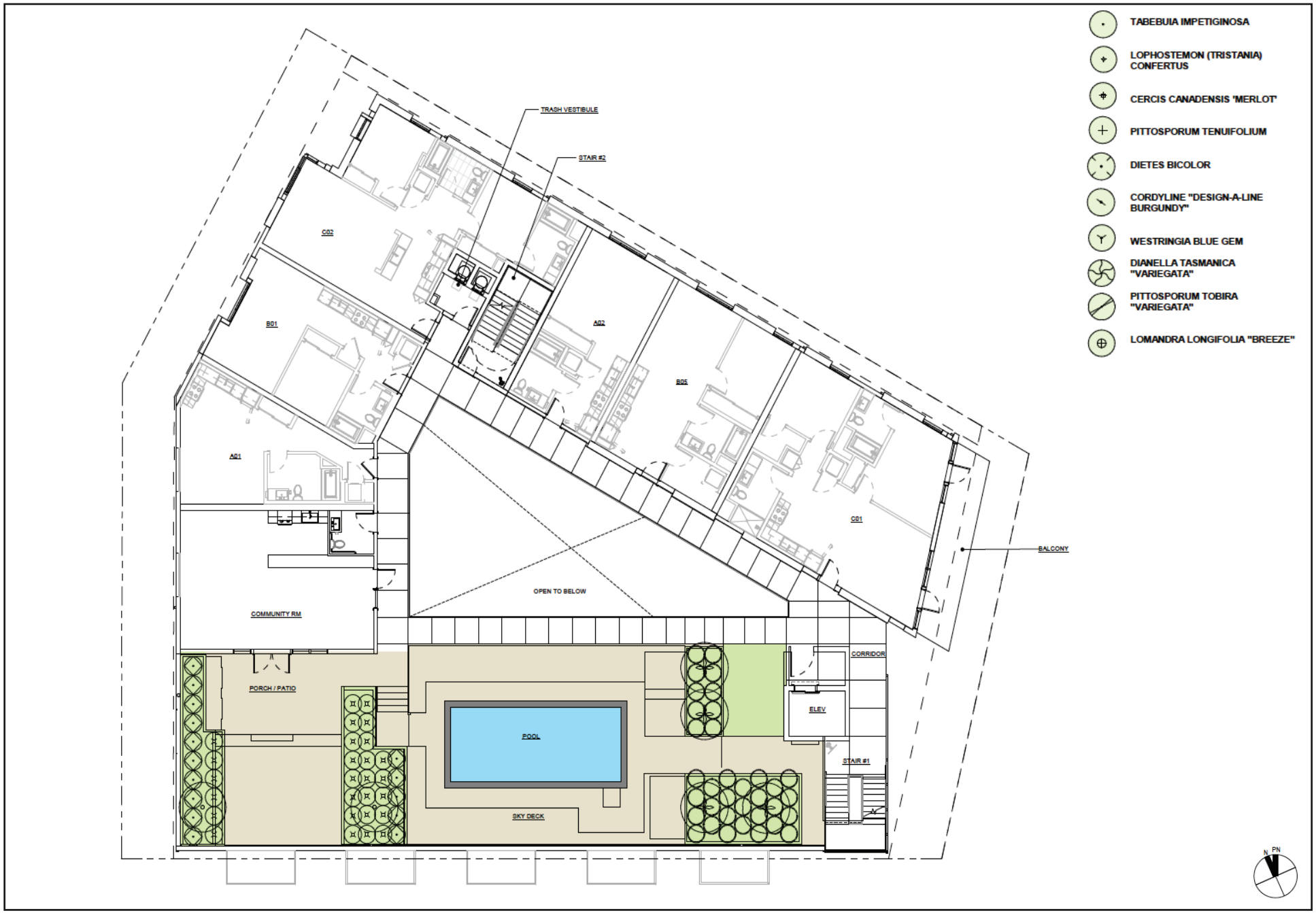
Figure II-19
Fourth Floor Landscape Plan



Source: Urban Architecture Lab, June 27, 2018.

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Figure II-20
Eighth Floor Landscape Plan

PARKING AND ACCESS

Parking would be provided in three levels of above-grade parking. Two driveways would be provided along Angelina Street. As discussed earlier, Angelina Street serves only the Project Site and Edward R. Roybal Learning Center parking area. The Proposed Project's ground floor parking area would be accessed by a first driveway, and the upper two parking levels accessed by the second driveway immediately north. Parking is required in accordance with AB 744, which requires one-half parking space per bedroom for mixed income projects within ½ mile of a major transit stop to which the project has unobstructed access, which would require that the Project provide 31 spaces. The Project is located approximately a ¼-mile from the intersection of Temple Street and Figueroa Street, which is served by Metro's 55/355 and 10/48 bus lines, which each provide service headways of less than 15 minutes. However, to better serve the needs of the Project's residents, the Project is providing a total of 64 on-site parking spaces.

As summarized in Table II-4, and discussed in further detail below, the Proposed Project would be consistent with the applicable parking requirements. Pursuant to AB744, the Proposed Project would require 31 parking spaces. However, the Proposed Project would provide 64 residential parking spaces in the proposed building.

Table II-4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity (units)	Parking Required by Code [a]		Parking Provided
		Rate	Spaces	
Proposed Project				
Studio	13	0.5 space per rm	6	--
1 Bedroom	30	0.5 space per rm	15	--
2 Bedroom	10	0.5 space per rm	10	--
		TOTAL:	**31**	**64**

Notes:
[a] *Required parking pursuant to AB 744.*
Source: Urban Architecture Lab, October 19, 2017.

The Proposed Project would provide on-site bicycle parking in accordance with the LAMC Section 12.21.A.16. The Proposed Project would be required to provide 53 long-term bicycle parking spaces and 5 short-term bicycle parking spaces, for a total of 58 bicycle parking spaces. The Proposed Project would provide 58 bicycle parking spaces throughout the parking levels in the proposed building. As summarized in Table II-5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC for bicycle parking spaces.

Table II-5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required	Total Spaces Provided
		Short Term	Long Term		
Residential		**(1 per 10 DUs)**	**(1 per DU)**		
Dwelling Units	53 du	5	53	**58**	**58**

Notes: du = dwelling unit
[a] LAMC 12.21 A.16. Bicycle Parking and Shower Facilities.
Source: Urban Architecture Lab, October 19, 2017.

CONSTRUCTION

Construction Schedule/Phasing

For purposes of analyzing impacts associated with air quality, this analysis assumes a project construction schedule of approximately 18 months, with final buildout completed in 2020. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition, (2) site clearing/grading, (3) building construction, and (4) architectural coating. The building construction phase and final phases include the construction of the proposed building, connection of utilities to the building, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site.

Demolition Phase

This phase would include the demolition of the existing auto repair facility, food stand, billboards, and the removal of the existing asphalt covered surface parking lot. In addition, this phase may include the removal of walls, fences, and associated debris. The demolition phase would be completed in approximately one month.

Site Clearing, Grading and Foundation Phase

After the completion of demolition phase, the site clearing phase for the Proposed Project would occur for approximately one month and would involve the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would require approximately 4,500 cubic yards (cy) of soil to be hauled off-site in order to build the foundation. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety.

Building Construction Phase

The building construction phase consists of above grade structures and is expected to occur for approximately 13 months. The building construction phase includes the construction of the proposed building and parking levels, connection of utilities to the building, building foundations, basement walls, parking structure, laying irrigation for landscaping, and landscaping the Project Site.

Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately three months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units. The final phase of construction would entail paving the sidewalks and installing hardscape and landscaping features throughout the common areas. This phase also involves the laying of concrete or asphalt along the adjacent roads and setbacks.

Temporary Right-of-Way Encroachment

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

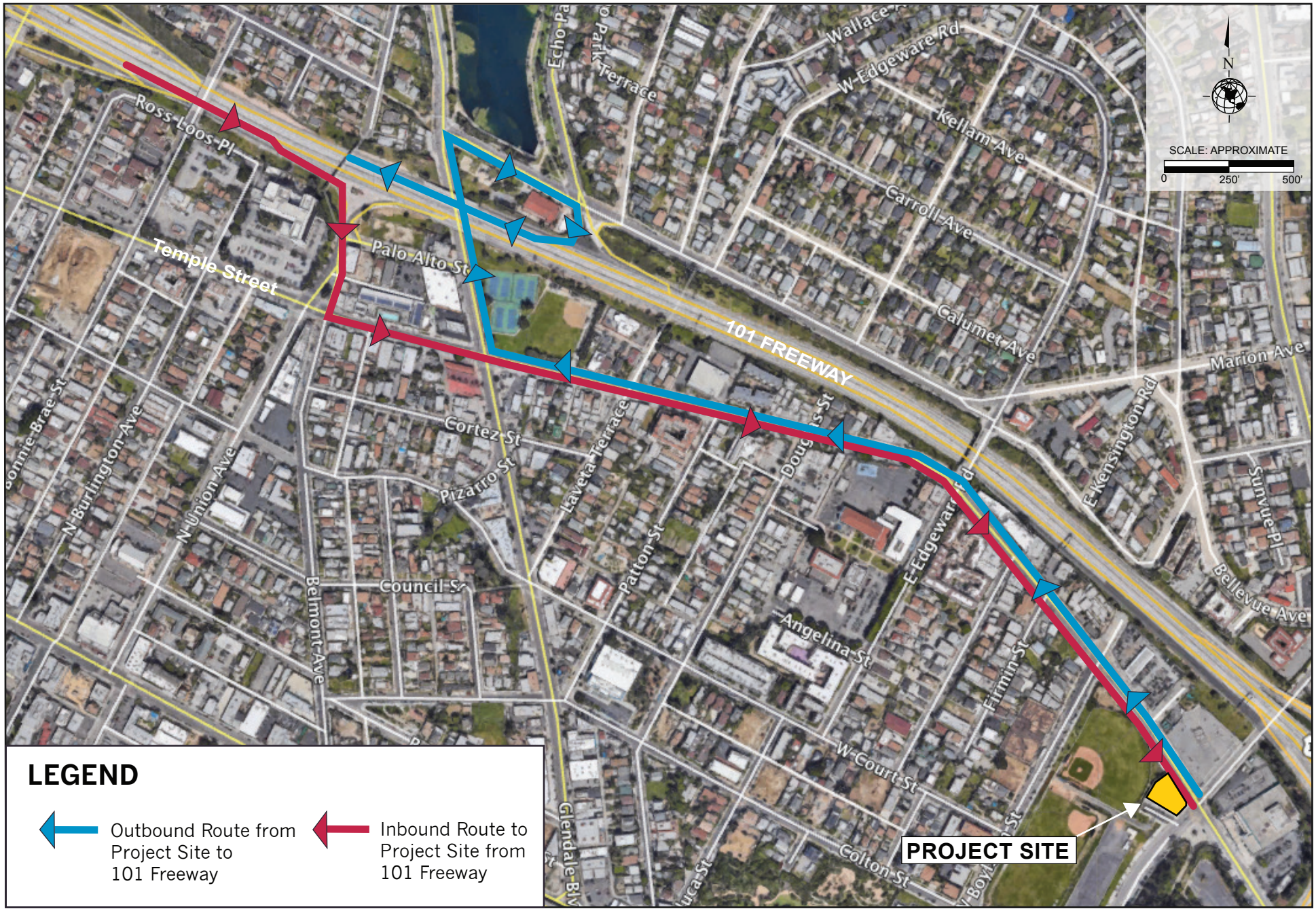
All Proposed Project construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday and national holiday. No construction activities are permitted on Sundays. Construction hours would be further limited by Noise Mitigation Measure N-1, which restricts construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. Construction debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 25 miles north of the Project Site (approx. 50 miles round trip). The Chiquita Canyon Landfill is approximately 39 miles to the north of the Project Site (approx. 78 miles round trip). For recycling efforts, Waste Management Downtown Diversion accepts construction waste for recycling. Waste Management Downtown Diversion is located 4.5 miles southeast from the Project Site (approx. 9 miles round trip).[4]

For purposes of analyzing the construction-related impacts, it is anticipated that all truck staging would either occur on-site or at designated off-site locations and radioed into the Project Site to be filled. As shown in Figure II-21, when traveling to the Sunshine Canyon Landfill or Chiquita Canyon Landfill, the local haul

[4] *Construction and Demolition Debris Recycling Facilities in Los Angeles County, updated January 18, 2017, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed September 2017.*



Source: Google Earth, Aerial View, 2018.

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Figure II-21
Haul Routes to and from the 101 Freeway

route to the 101 Freeway from the Project Site would travel west along Temple Street, north along Glendale Boulevard, and utilize the Bellevue Avenue on-ramp. The haul route traveling to the Project Site from the 101 Freeway would utilize the Union Avenue off-ramp, then travel east on Temple Street to the Project Site. Approval of a haul route for the export of approximately 4,500 cubic yards of soil would be requested prior to construction. The haul route specified above may be modified in compliance with City policies, provided DOT and/or Street Services approves any such modification.

RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

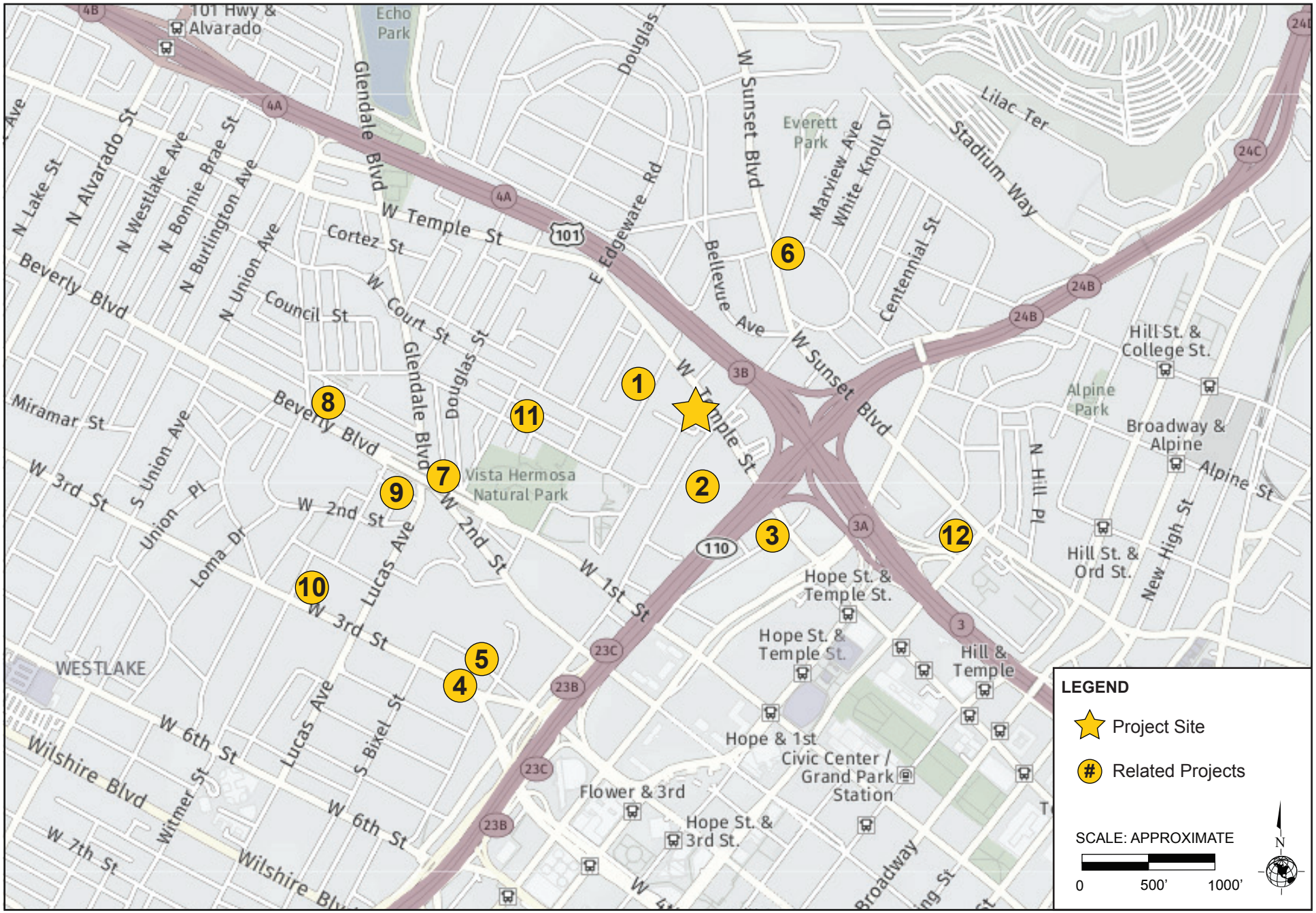
In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). 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.

The related projects identified are included in Table II-6, Related Projects List, below. A total of 12 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-22, Location of Related Projects.

Table II-6
Related Projects List

Project Number	Location/Address	Project Description	Size	Units
1	401 Boylston Street	Apartments	121	du
2	1000 W. Temple Street	Apartments Commercial	1,500 30,000	du sf
3	327 N. Fremont Avenue	Apartments Retail	1,200 25,000	du sf
4	1254 W. 3rd Street	Apartments Retail	363 7,740	du sf
5	1211 W. Miramar Street	High School	500	stu
6	1185 W. Sunset Boulevard	Apartments	210	du
7	1335 W. 1st Street	Apartments Retail	101 3,514	du sf
8	1552 W. Rockwood Street	High School	600	stu
9	1430 W. Beverly Boulevard	Apartments	157	du
10	1435 W. 3rd Street	Apartments Retail	122 5,000	du sf
11	1363 Colton Street	Apartments	40	du
12	700 W. Cesar Chavez Avenue	Apartments Retail	247 8,000	du sf

Notes:
du = dwelling unit, sf = square feet, emp = employee, stu = student
Source: City of Los Angeles, Department of City Planning, ZIMAS, September 2017.



Source: City of Los Angeles, Department of City Planning, ZIMAS, September 2017.

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Figure II-22
Location of Related Projects

II. PROJECT DESCRIPTION
C. ENTITLEMENT REQUESTS

La Terra Development, LLC ("Applicant") requests the following discretionary approvals to allow for the construction of a project consisting of 53 dwelling units:

- A **Density Bonus (DB)** pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25 to permit new construction of a 53-unit apartment building utilizing a 32.5% Density Bonus, including 10% Very Low Income Housing Units (4 units) with two on-menu incentives:
    - An on-menu incentive pursuant to LAMC Section 12.22 A.25(g)(2) to permit a 20% reduction in the easterly side yard to provide an 8'-10" side yard, in lieu of an 11-foot side yard as otherwise required by LAMC Section 12.14.
    - An on-menu incentive pursuant to LAMC Section 12.22 A.25(g)(2) to permit a 20% reduction in the westerly side yard to provide an 8'-10" side yard, in lieu of an 11-foot side yard as otherwise required by LAMC Section 12.14.

- **Project Permit Compliance (SPP)** pursuant to LAMC Section 11.5.7 C for compliance with the Central City West Specific Plan.

- **A minor adjustment from the requirements of the Central City West Specific Plan** to permit shadows on a lot located in the R4(CW) zone for more than two (2) hours each day between the hours of 9 a.m. and 3 p.m. on the Winter Solstice, and 9 a.m. and 5 p.m. on the Summer Solstice.

- A **Zoning Administrator's Interpretation (ZAI)** pursuant to LAMC Section 12.21.A.2 regarding the definition of "Front Yard", as defined by LAMC Section 12.03, as applied to the Subject Property to determine that Temple Street is the front yard for the Project, consistent with the intent of the Central City West Specific Plan.

- A **Waiver of Dedications and Improvements (WDI)** pursuant to LAMC Section 12.37 I to seek relief from a 3-foot dedication and improvement otherwise required on Angelina Street.

- A partial **Waiver of Dedications and Improvements (WDI)** pursuant to LAMC Section 12.37.I to provide a 15-foot dedication and improvement, in lieu of the otherwise required 20-foot dedication and improvement, on Beaudry Avenue.

The Applicant is also requesting approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of 4,500 cy of soil), and building and tenant improvements for the Project Site.

III. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, C.C.R. Title 14, Chapter 3, 15000-15387). The analytical methodology and thresholds of significance are based on the *L.A. CEQA Thresholds Guide (2006)* unless otherwise noted.

ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill 743 - Environmental Quality: Transit Oriented Infill Projects

In 2013, the State of California enacted Senate Bill 743 (SB 743),[1] which 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 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 adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 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. This state law supersedes the aesthetic impact thresholds of significance that were previously adopted in the *L.A. CEQA Thresholds Guide (2006).*

The Project Site is an infill site within a Transit Priority Area as defined by CEQA. The Project Site's location provides for a transit-friendly development, as the Project Site is nearby a variety of public transit options. The Project Site is also located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less along Temple Street and Beaudry Avenue. The Project Site is approximately 0.7 mile (walking distance) southeast of the Civic Center/Grand Park Metro station, which is a transit hub served by Metro Red Line and Metro Purple Line and provides access to other areas within the City of Los Angeles and greater metropolitan area. A total of 10 bus lines, including both local-stop (Metro 10/48, Metro 92, Metro 2/302, Metro 4, Metro 55/355, Metro 60, LADOT DASH – Lincoln Heights/Chinatown, DASH Downtown B), and regional/commuter lines (Commuter Express 438 and

[1] *SB 743 is codified as Public Resources Code Section 21099.*

Commuter Express 448) currently serve the Project Site via stops located within convenient walking distance along Temple Street, Beaudry Avenue, Sunset Boulevard, Figueroa Street, Bellevue Avenue, Grand Avenue, and other nearby streets.

For the foregoing reasons, the Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

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

No Impact. See Senate Bill 743 analysis above.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

No Impact. See Senate Bill 743 analysis above.

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

Less Than Significant Impact. For other projects where Public Resources Code Section 21099 is not applicable, the City's CEQA thresholds provide that a significant impact may occur if the Proposed Project were to introduce features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting with important aesthetic elements or the quality of the area (such as theme, style, setbacks, density, massing, etc.) or by being inconsistent with applicable design guidelines.

Building shadow is a general condition of the urbanized environment, and is considered an aesthetic issue by the City of Los Angeles, which has established shadow impact standards. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not limit the ability of the City to regulate or study aesthetic related impacts pursuant to other land use regulations found in the LAMC, General Plan, including specific plans. The Central City West Specific Plan contains shadow performance standards that are expressly applicable to the Central City West Plan Area and which differ from standards under the City's CEQA threshold guide that apply outside of the Specific Plan area.

Pursuant to the Specific Plan, Section 8.A.5 of the Specific Plan (page 26) states: "*Except within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 in Section 6 E of this Specific Plan, buildings or structures located on a lot in the R5(CW), RC5(CW), C2(CW), C4(CW) or CM(CW) Land Use Category shall not cast shadows on a lot located in the R3 or R4 Zone or the R4(CW) or RC4(CW) Land Use Category for more than two (2) hours each day between the hours of 9 a.m. and 3 p.m. on the Winter Solstice, and 9 a.m. and 5 p.m. on the Summer Solstice. The Project Applicant shall submit a shade/shadow analysis to the Department of City Planning at the time of application for Project Permit Compliance Review.*"

The southern portion of the Edward R. Roybal Learning Center baseball field is located just west of the Project Site, and is zoned R4(CW). Such zoning was adopted for a large area to the west of the Project Site at the time of the CCWSP's enactment in anticipation that it would be redeveloped for multi-family purposes. However, such area was instead acquired by the Los Angeles Unified School District and subsequently developed and operated as a public school campus. Notwithstanding its acquisition for public facilities purposes, the City has not yet redesignated the area now occupied by the school as a Public Facilities (PF) zone, which is the standard designation for schools and other public facilities and is intended to provide regulations for the use and development of publicly owned land. The remainder of the baseball field is zoned C2(CW)-U/3-O.

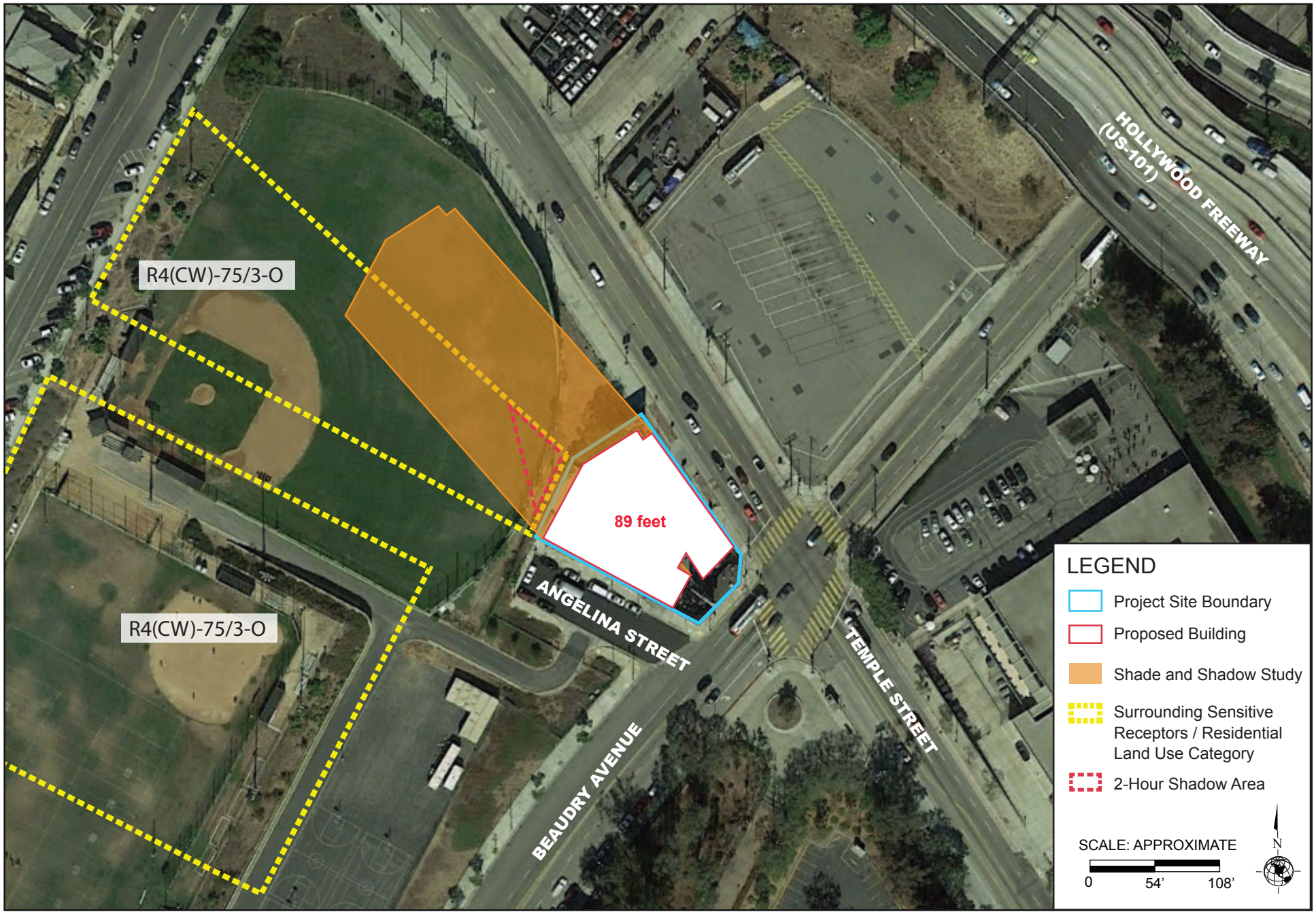
The Shade and Shadow Study analyzed a building height of 89 feet across the roof level for a conservative analysis to account for some of the architectural features of the parapet. (See Figures III-1 through III-16, below). Based on the Shade and Shadow Study prepared for the Proposed Project, the Proposed Project would cast a shadow on a portion of the Learning Center baseball field that is zoned R4(CW) for more than two hours on a Winter Solstice between 9AM and 12PM and during a Summer Solstice between 9AM and 12PM. The R4(CW) Zone to the west consists of nine parcels totaling approximately 50,633.4 square feet. The "2-Hour Shadow Area" for the winter shadows is approximately 2,300 square feet (or roughly 4.5 percent of the affected parcels), and the "2-Hour Shadow Area" for the summer shadows is approximately 3,000 square feet of the 50,633.4 square foot area (or roughly 5.9 percent of the affected parcels).

The applicant has requested a minor adjustment from the shadow criteria Section 8.A.5 of the Specific Plan pursuant to LAMC Section 11.5.76.E.2(g) based on the fact that the area shaded is not used for R4 purposes consistent with its planning at the time such zoning was imposed. LAMC Section 11.5.76.E.2(g) permits minor adjustments which do not substantially alter the execution or intent of those specific plan regulations to the proposed project, and which do not change the permitted use, floor area, density or intensity, height or bulk, setbacks or yards, lot coverage limitations, or parking standards regulated by the specific plan. As the shadow restriction is intended to apply to multi-family uses rather than public facilities uses such as the Learning Center, the adjustment would not substantially alter the execution or intent of the Specific Plan.

For other projects where Public Resources Code Section 21099 is not applicable, and outside of the Specific Plan area (which contains its own shadow performance standards as discussed above), the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Proposed Project's structures cast shadows on a shadow sensitive land use for more than three hours each day between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time between late October and early April, or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October. Under these thresholds, the Proposed Project's impacts would be less than significant as the Project's shadows would not impact the baseball field area for more than three hours during the Winter Solstice or for more than four hours during the Sumer Solstice during the specified time periods.

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

No Impact. See Senate Bill 743 analysis above.



Source: Google Earth, Aerial View, 2016.

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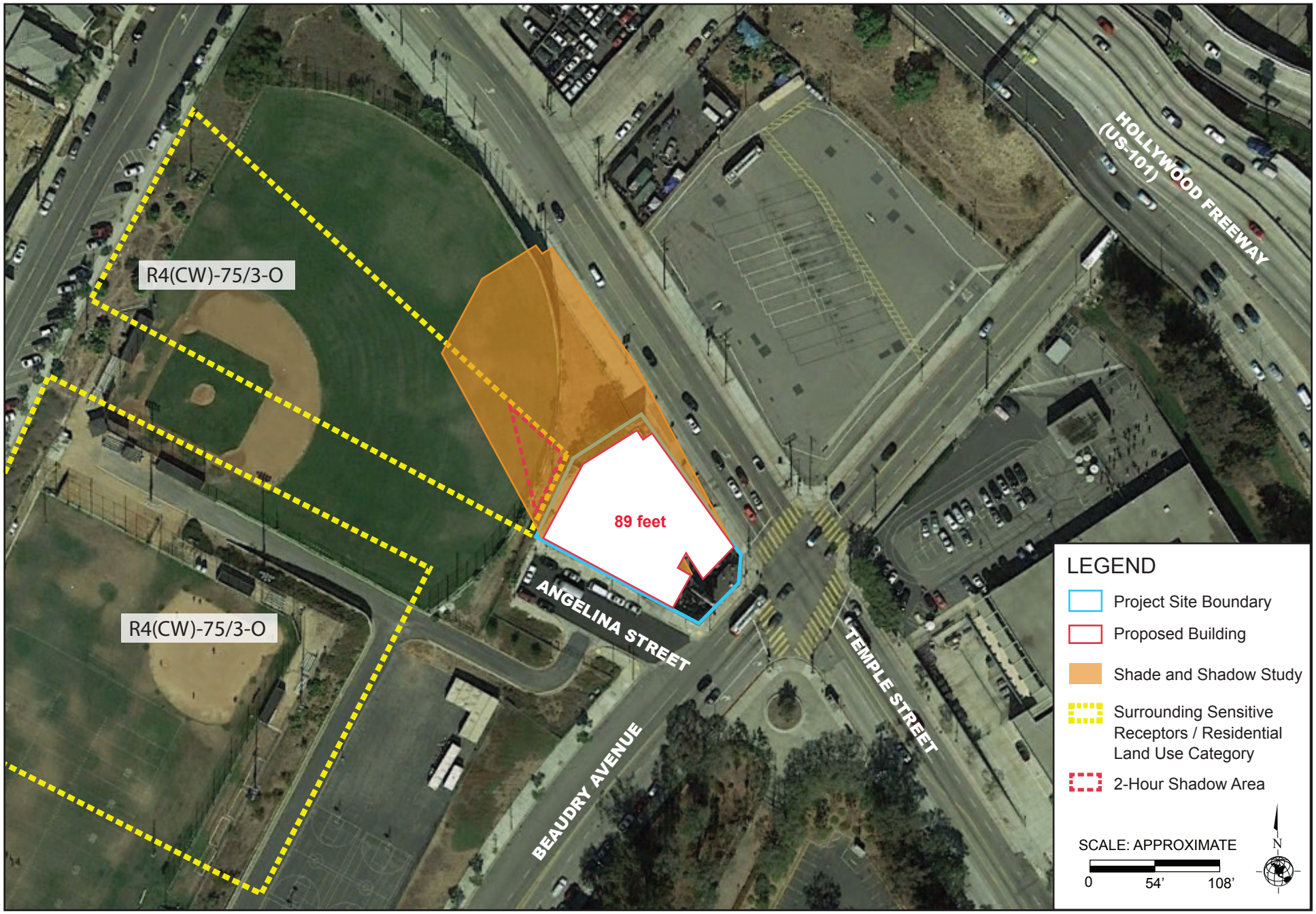
Figure III-1
Winter Solstice Shadows
9:00 A.M.



Source: Google Earth, Aerial View, 2016.

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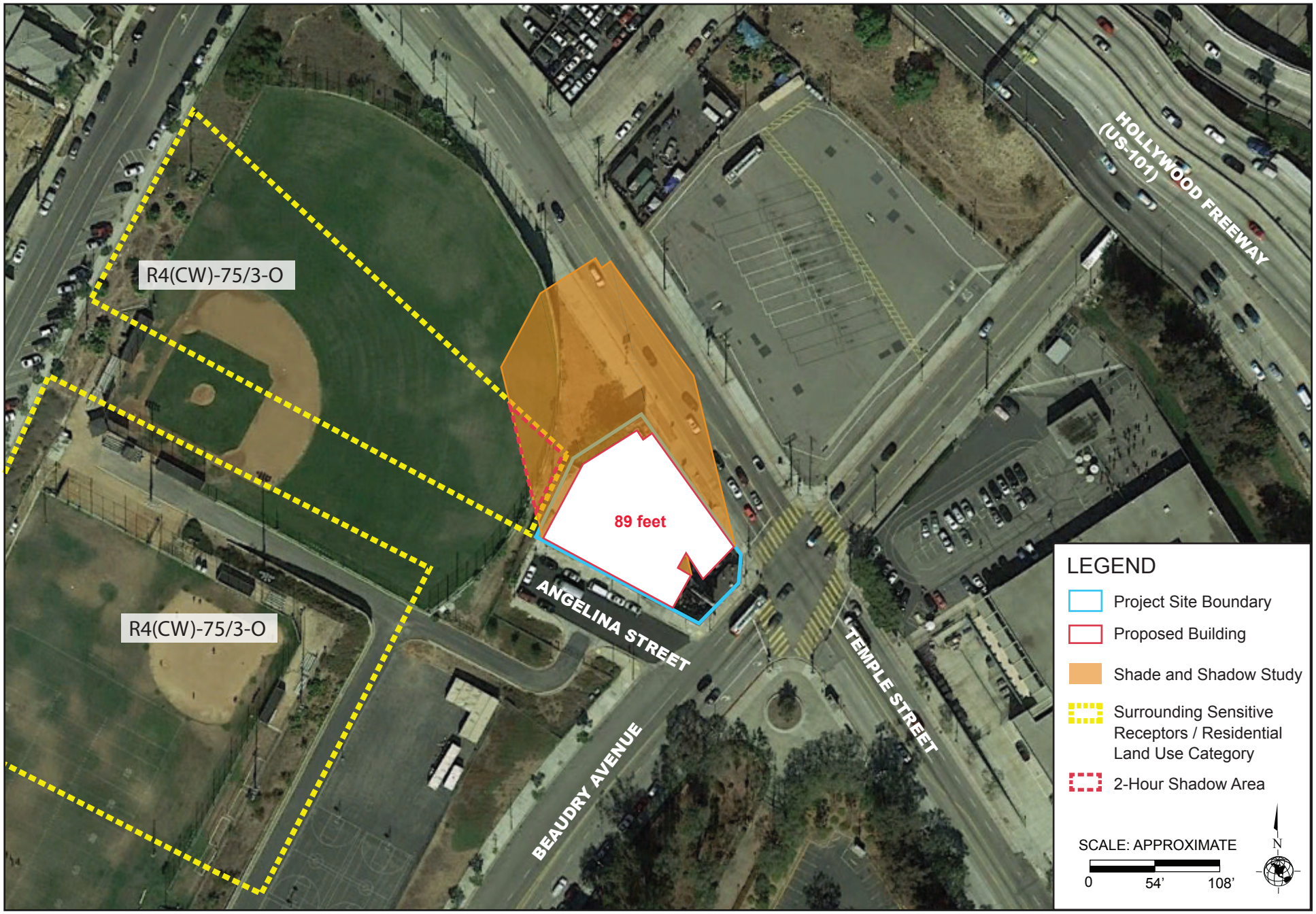
Figure III-2
Winter Solstice Shadows
10:00 A.M.



Source: Google Earth, Aerial View, 2016.

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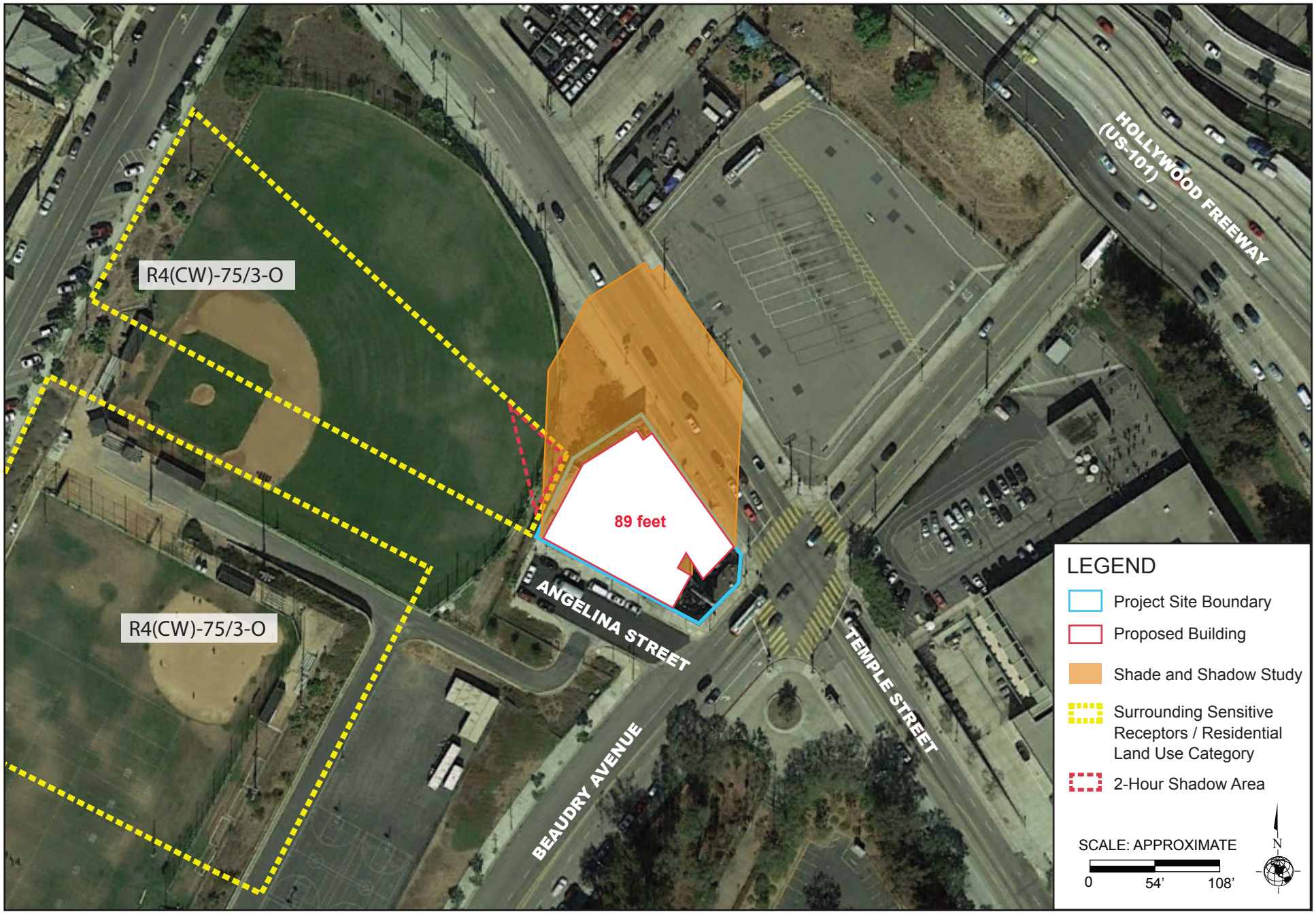
Figure III-3
Winter Solstice Shadows
11:00 A.M.



Source: Google Earth, Aerial View, 2016.

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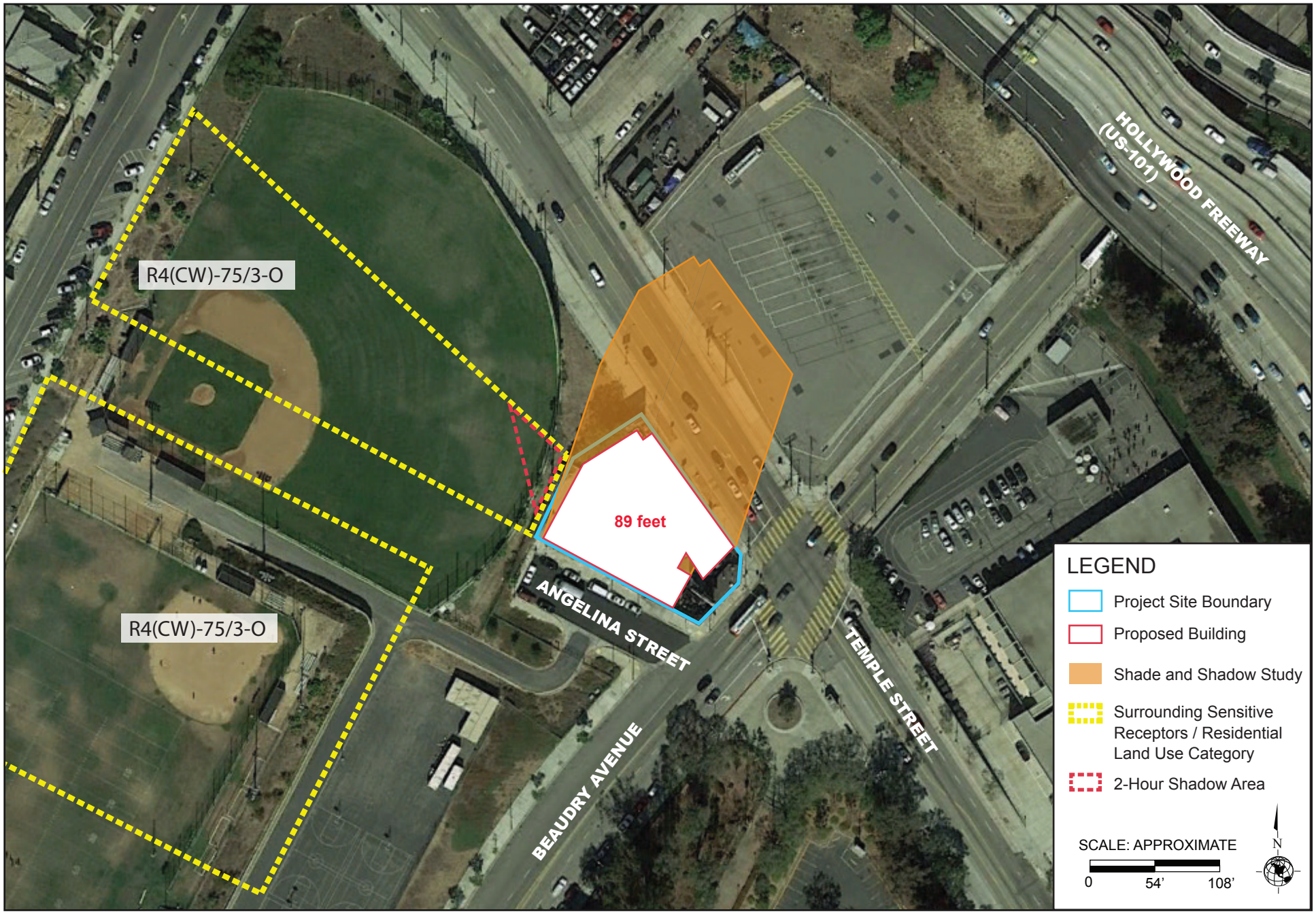
Figure III-4
Winter Solstice Shadows
12:00 P.M.



Source: Google Earth, Aerial View, 2016.

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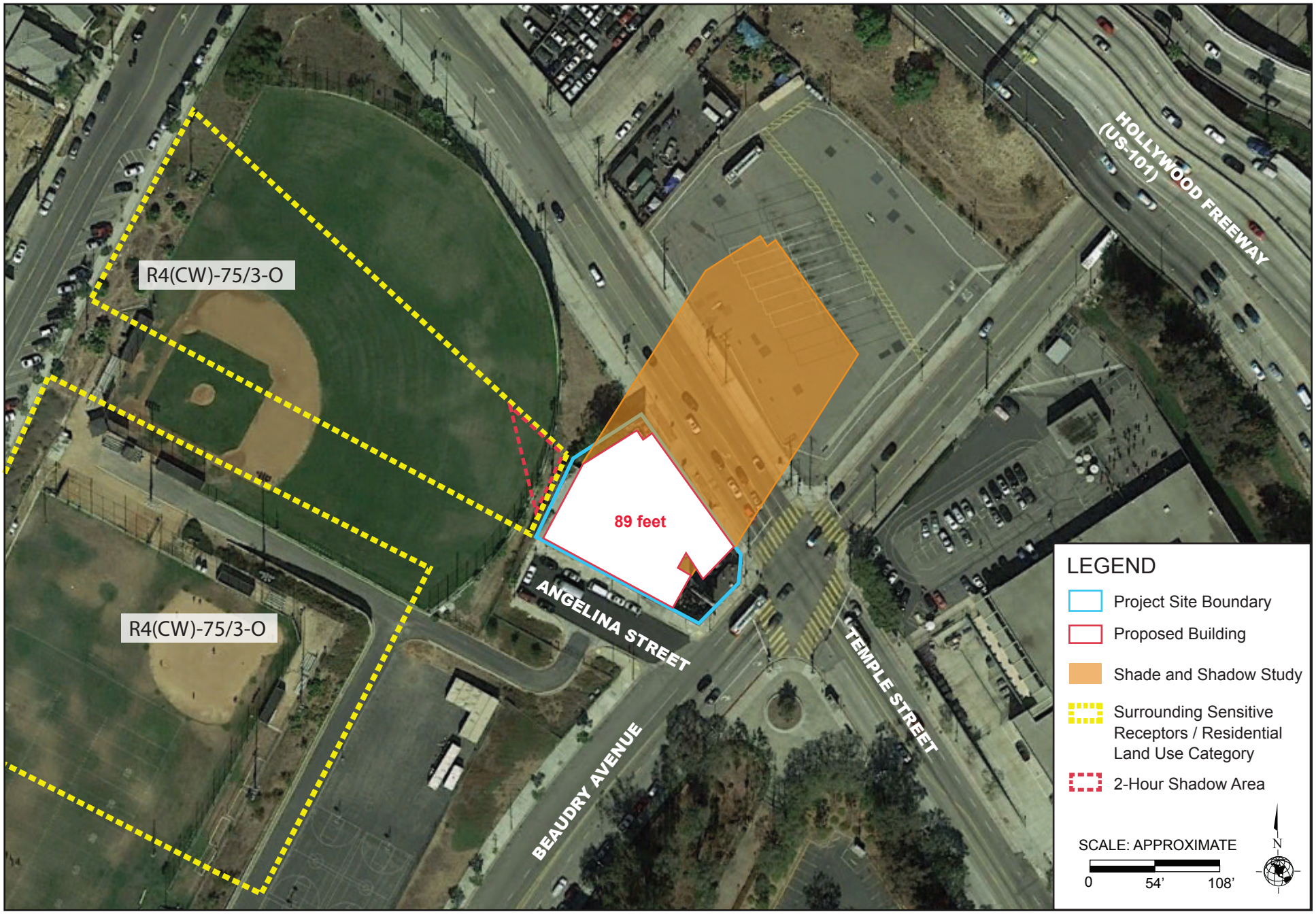
Figure III-5
Winter Solstice Shadows
1:00 P.M.



Source: Google Earth, Aerial View, 2016.

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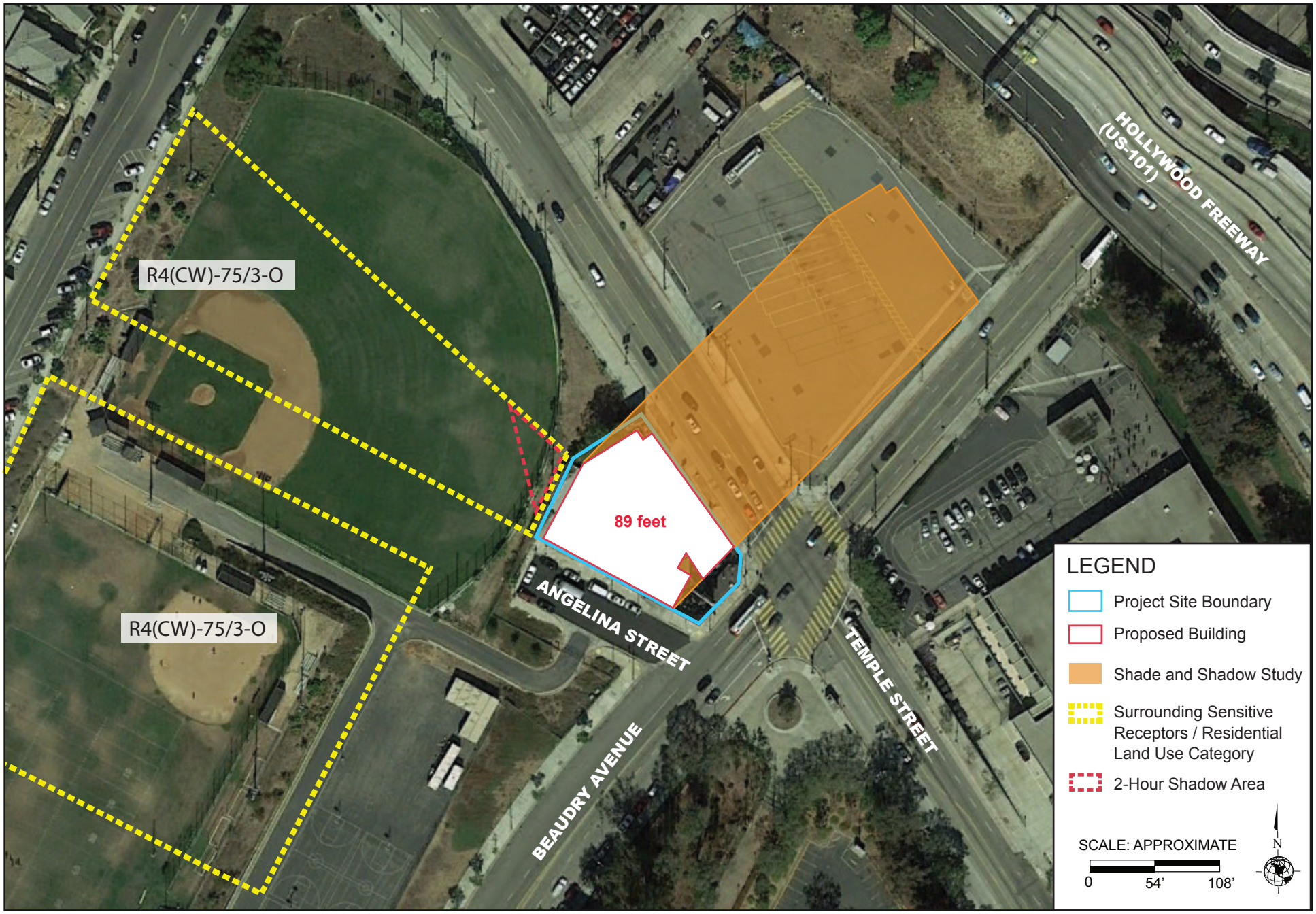
Figure III-6
Winter Solstice Shadows
2:00 P.M.



Source: Google Earth, Aerial View, 2016.

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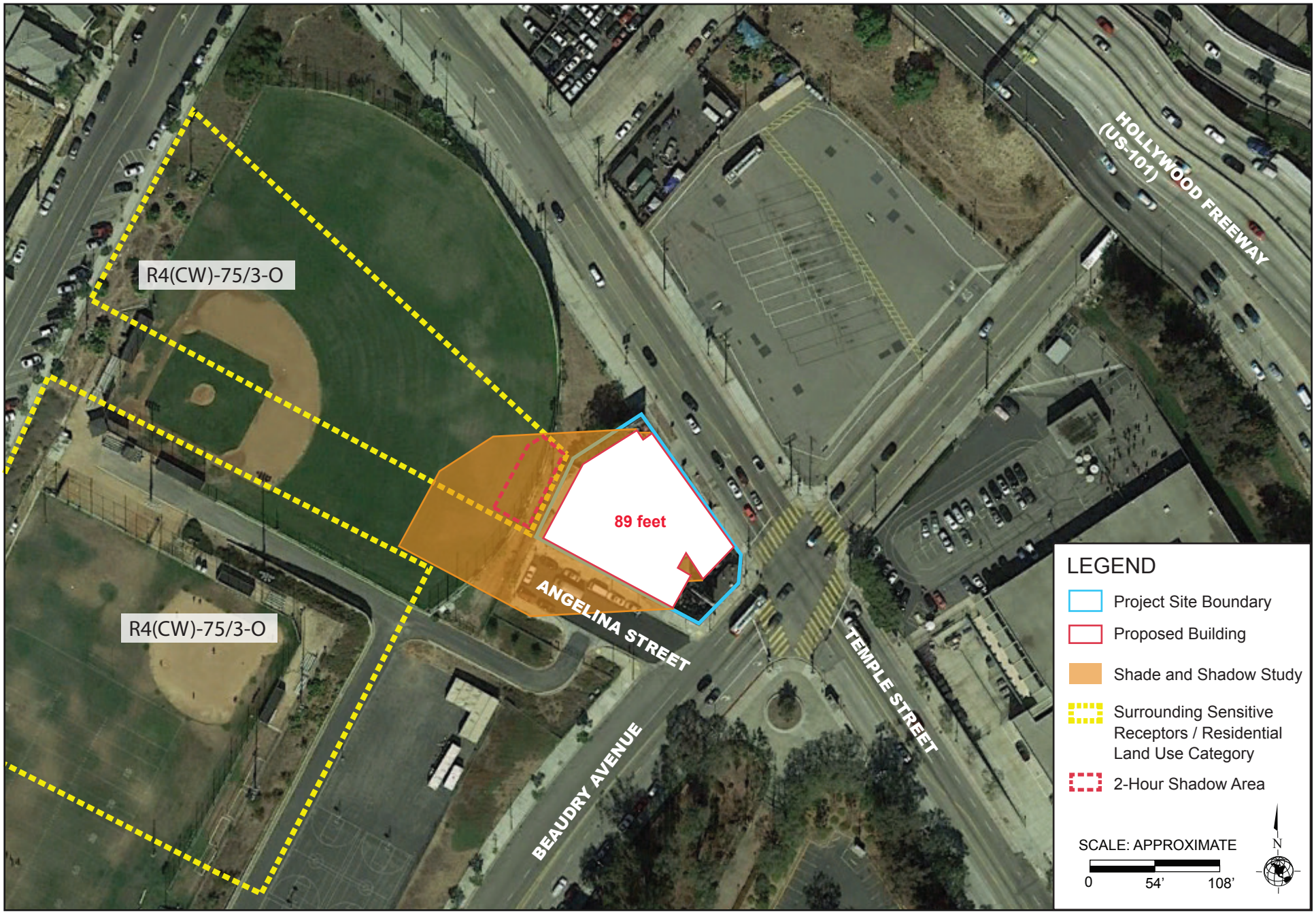
Figure III-7
Winter Solstice Shadows
3:00 P.M.



Source: Google Earth, Aerial View, 2016.

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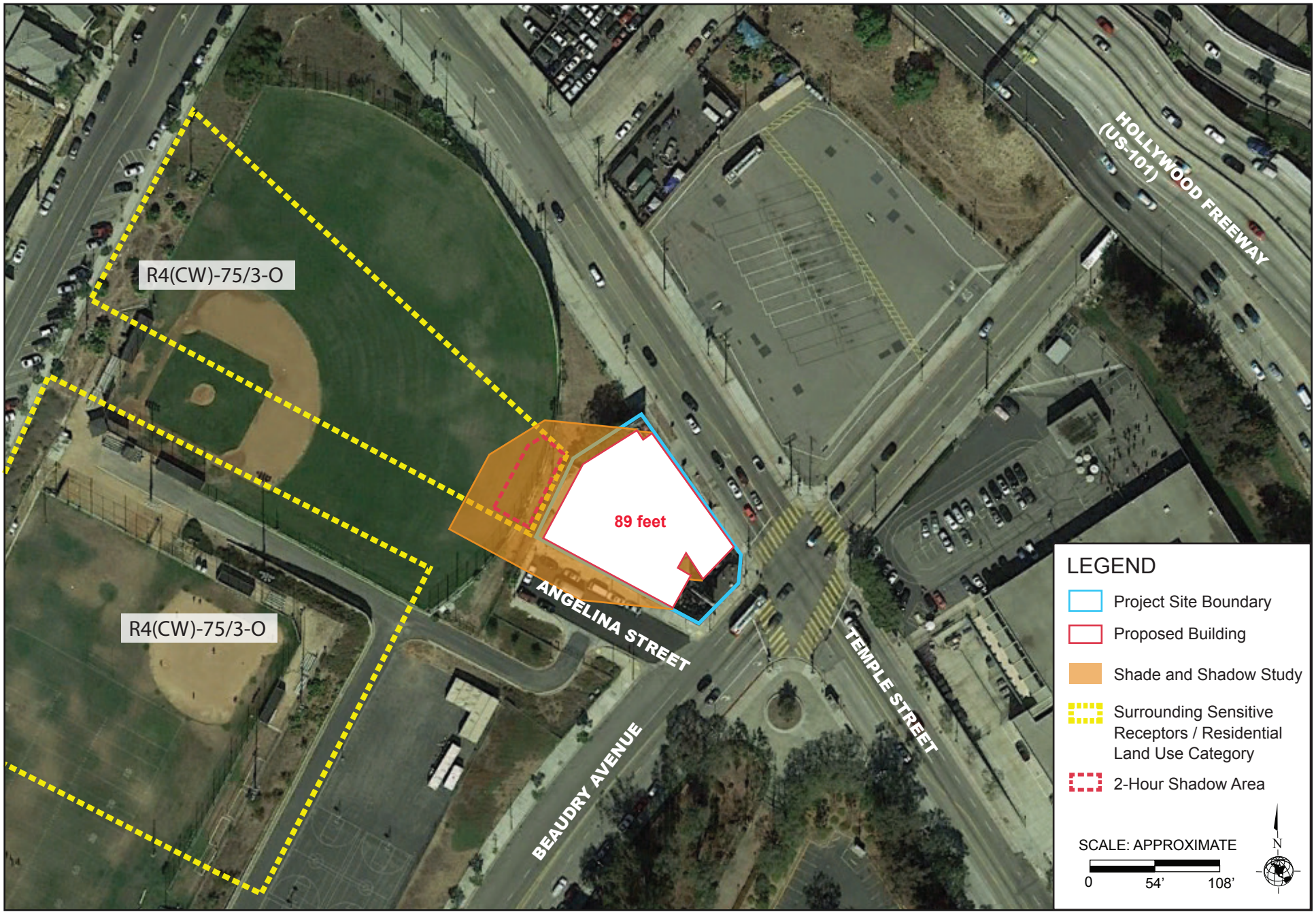
Figure III-8
Summer Solstice Shadows
9:00 A.M.



Source: Google Earth, Aerial View, 2016.

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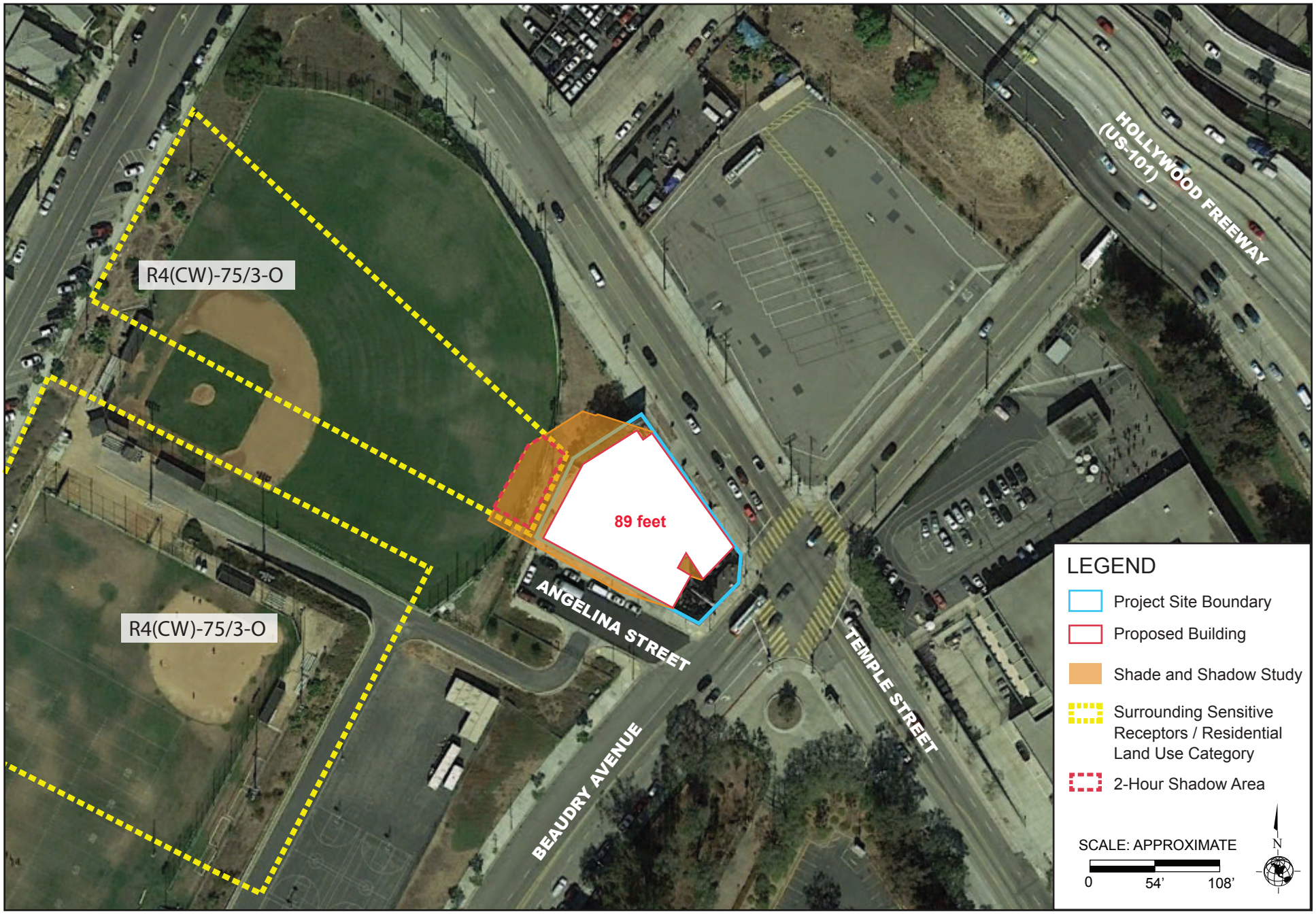
Figure III-9
Summer Solstice Shadows
10:00 A.M.



Source: Google Earth, Aerial View, 2016.

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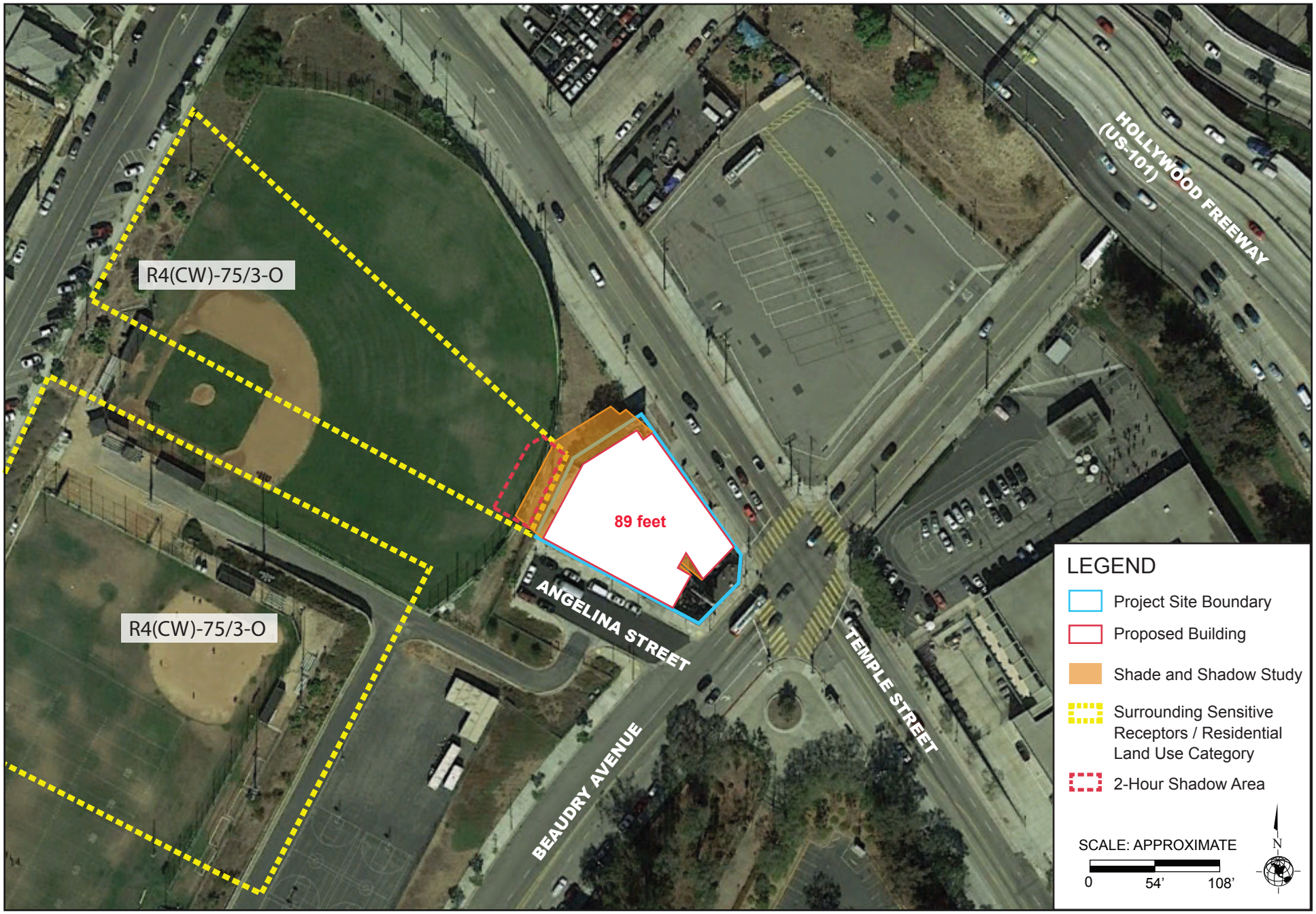
Figure III-10
Summer Solstice Shadows
11:00 A.M.



Source: Google Earth, Aerial View, 2016.

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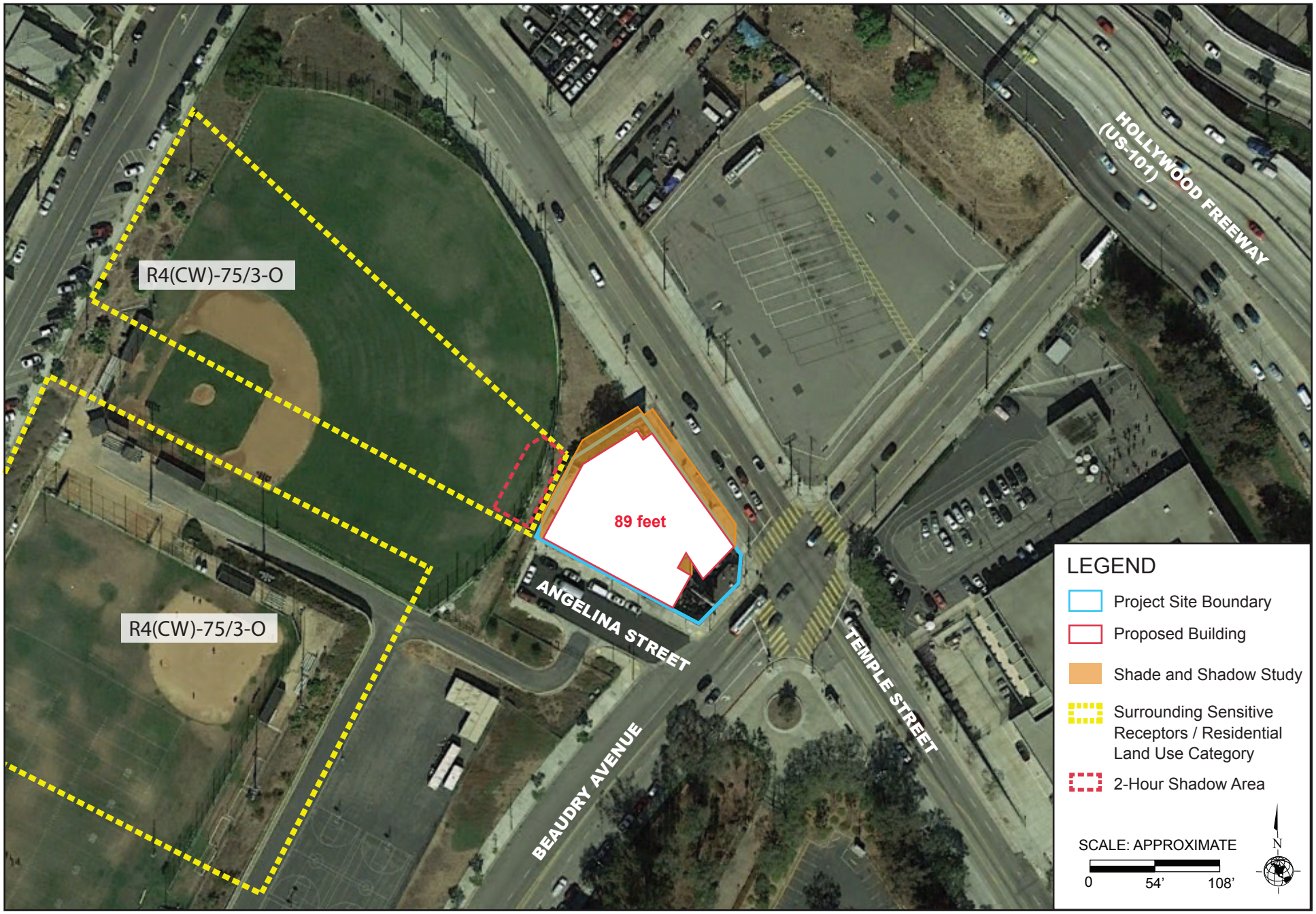
Figure III-11
Summer Solstice Shadows
12:00 P.M.



Source: Google Earth, Aerial View, 2016.

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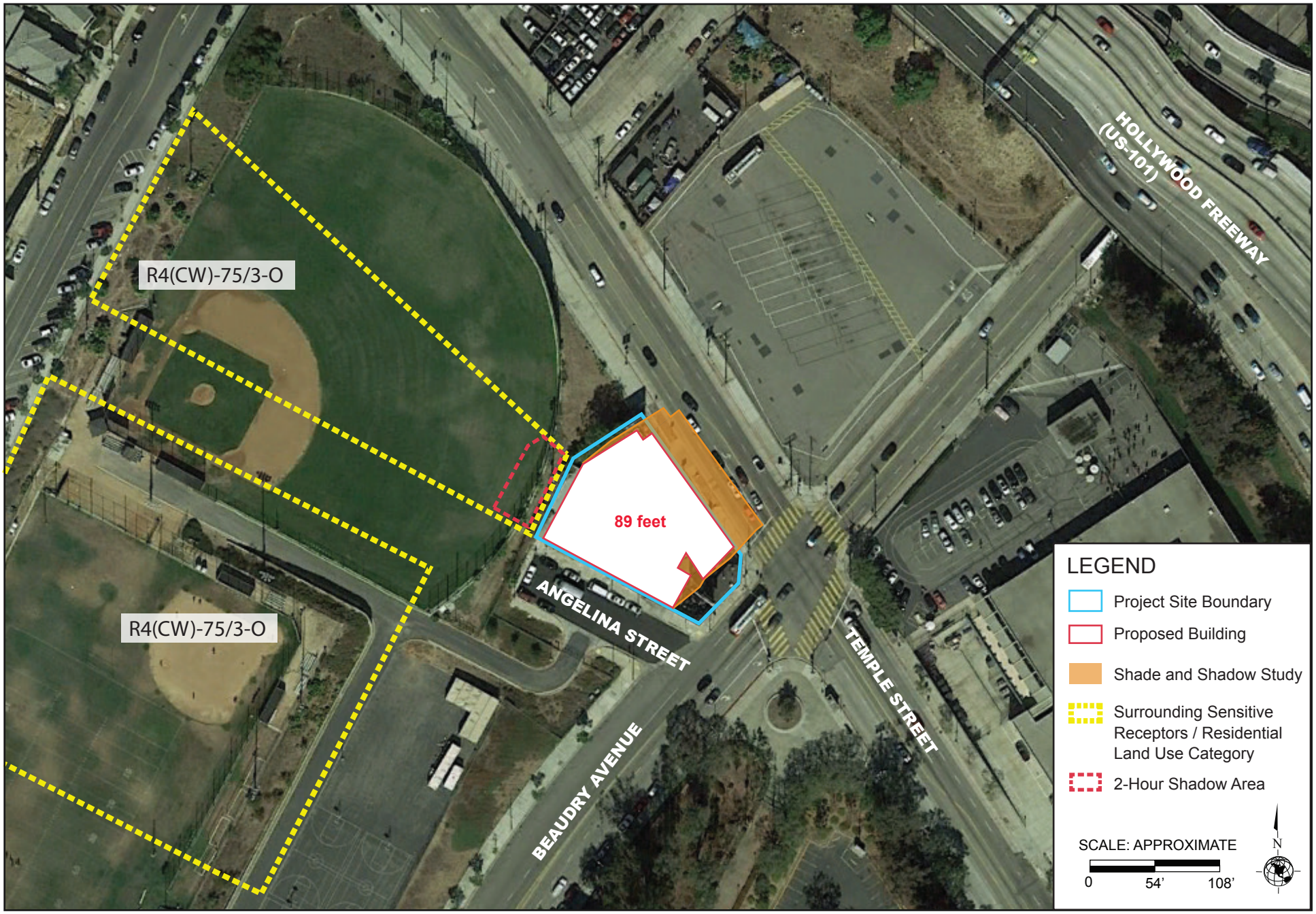
Figure III-12
Summer Solstice Shadows
1:00 P.M.



Source: Google Earth, Aerial View, 2016.

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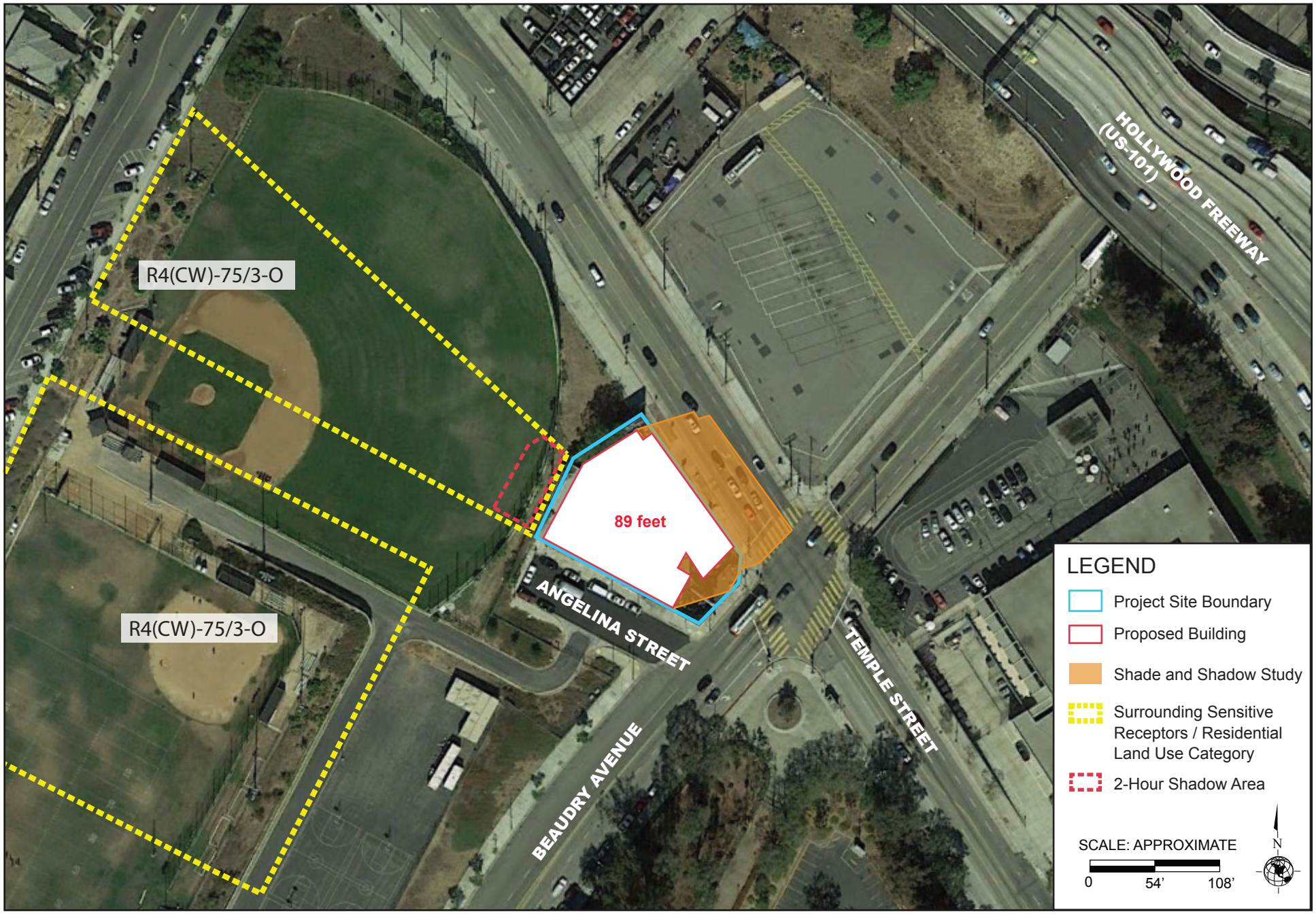
Figure III-13
Summer Solstice Shadows
2:00 P.M.



Source: Google Earth, Aerial View, 2016.

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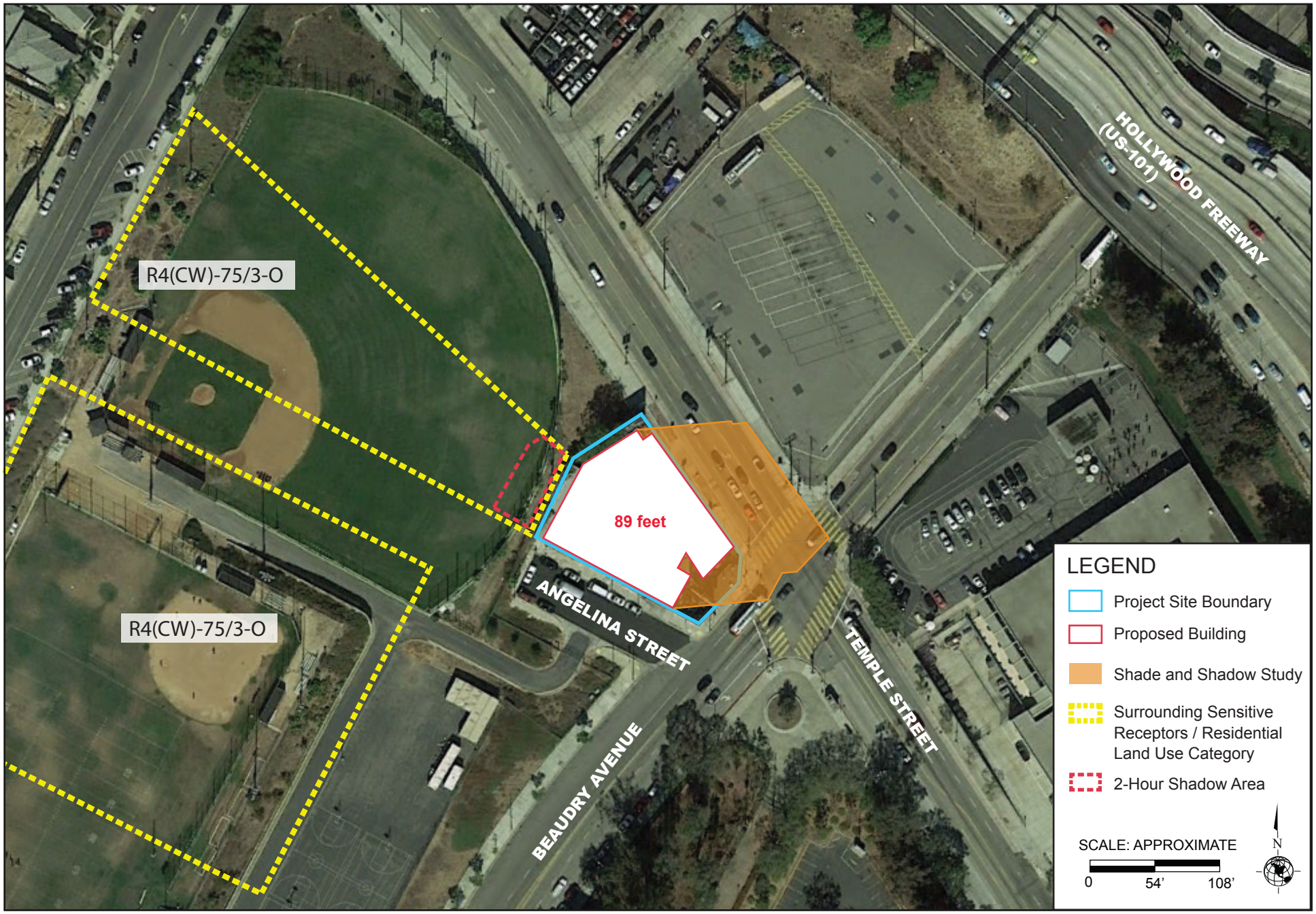
Figure III-14
Summer Solstice Shadows
3:00 P.M.



Source: Google Earth, Aerial View, 2016.

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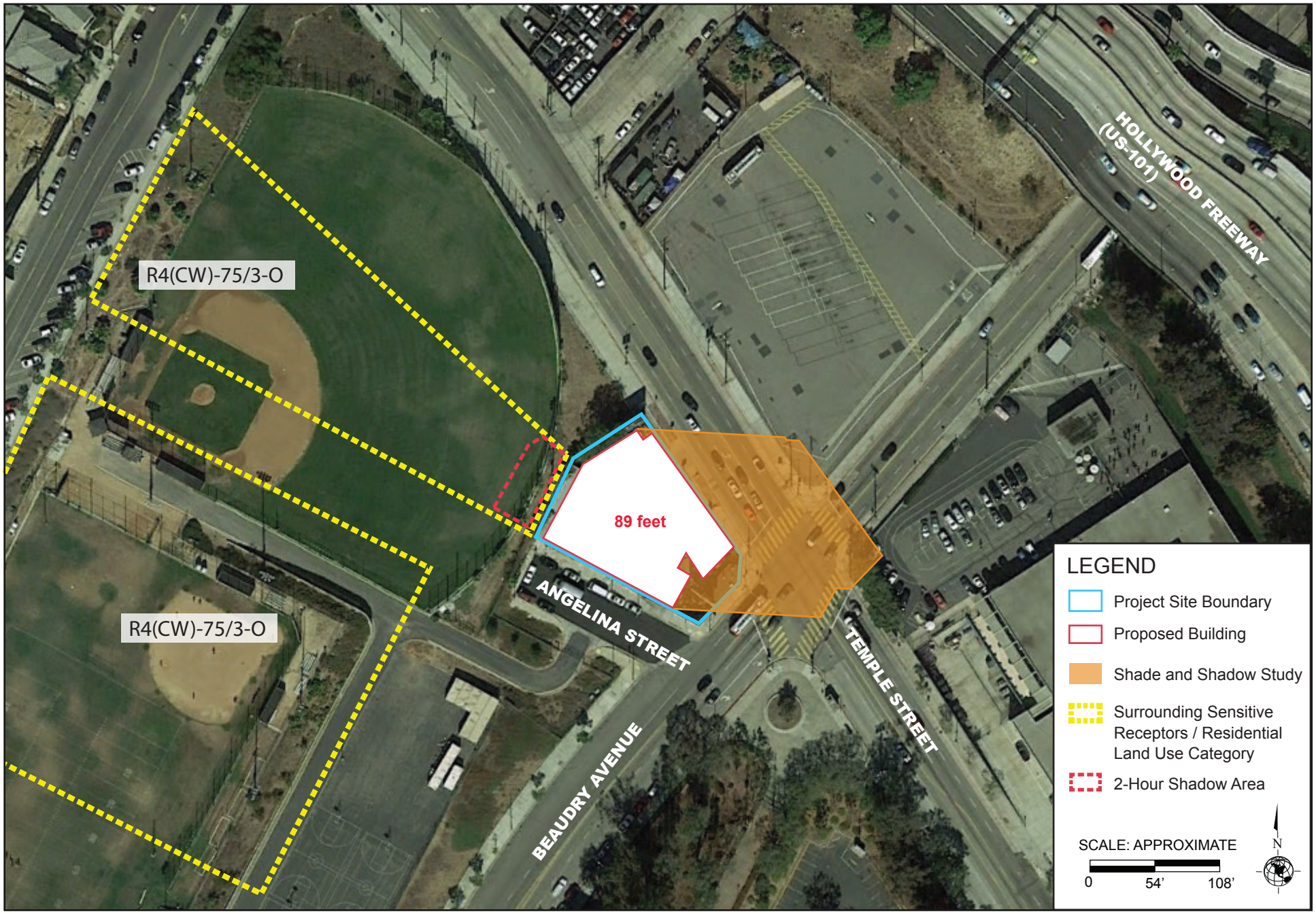
Figure III-15
Summer Solstice Shadows
4:00 P.M.



Source: Google Earth, Aerial View, 2016.

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Figure III-16
Summer Solstice Shadows
5:00 P.M.

Cumulative Impacts

Less Than Significant Impact. The application of Public Resources Code Section 21099 provides that the aesthetic impacts of a residential project, such as the Proposed Project, on an infill site within a transit priority area shall not be considered significant impacts on the environment. Therefore, the Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. For informational purposes, development of the Proposed Project in conjunction with the 12 related projects would result in an intensification of existing prevailing land uses in the transit priority area within the Westlake Community in the City of Los Angeles as envisioned and anticipated by the Specific Plan. Development of the related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, some of the related projects would be subject to site plan review by the Los Angeles Department of City Planning for review and approval, as may be applicable. The site plan review process would ensure each project is designed and constructed in a manner that is consistent with and compatible with the existing urban form and character of the surrounding environment.

II. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Project Site is located in a highly developed area of the Westlake Community in the City of Los Angeles. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[2] Therefore, under current analysis, no impact to agricultural lands would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC). The LAMC defines that the zoning across the Project Site as "CW," which indicates that the development specifications on the Project Site is established by the Central City West Specific Plan (Specific Plan). The Specific Plan identifies "land use categories" that further guide development on-site. The Project Site has a land use category of C2(CW)-U/3-O and a corresponding land use designation of Community

[2] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, accessed September 2017.*

Commercial. The Project Site is not zoned for agricultural production, and no farmland activities exist on-site. In addition, no Williamson Act Contracts are in effect for the Project Site.[3] Therefore, no impact would occur.

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

No Impact. The Project Site has a land use category of C2(CW)-U/3-O identified in the Specific Plan with a General Plan land use designation of Community Commercial in the Westlake Community Plan area. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site. Therefore, no impact would occur.

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

No Impact. The Project Site contains auto repair facilities, a food stand, and surface parking. The Project Site is located in a highly developed area of the Westlake Community within the City of Los Angeles. There is no significant vegetation on-site. No forested lands or protected vegetation exist on or in the vicinity of the Project Site. Therefore, no impact would occur.

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

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated by the State of California. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site is not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[4] Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the 12 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 any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2016 Map maintained by the California Division of Land Resource Protection

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[3] *California Department of Conservation, State of California Williamson Act Contract Land Map 2015-2016, website: http://www.conservation.ca.gov/dlrp/lca, accessed September 2017.*

[4] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, accessed September 2017.*

indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[5] The Project Site is located in an urbanized area in the Westlake Community Plan area within the City of Los Angeles and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

III. AIR QUALITY

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

Less Than Significant Impact. A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on March 3, 2017 ("2016 AQMP"). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the Southern California Association of Governments (SCAG) recently approved their 2016 RTP/SCS that include transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and SIP for the South Coast Air Basin, are based on SCAG's 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

As discussed in Section XIII(a), the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2016 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTA). An HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development and jobs within a half of a mile (walking distance) of several Metro bus lines that connect to all regions of the Los Angeles area. Additionally, the Project Site is approximately 0.7 mile (walking distance) northwest of the Civic Center/Grand Park Metro station, which is a transit hub served by Metro Red Line and the Metro Purple Line, and provides access to other areas within the City of Los Angeles and greater metropolitan area. Thus, the Project's location provides

[5] *Ibid.*

opportunities for residents, guests, and visitors to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2016 RTP/SCS, the Proposed Project would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts would be less than significant.

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

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months, with a final buildout year in 2020. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition (2) site clearing/grading, (3) building construction, and (4) architectural coating. The building construction phase includes the construction of the proposed building, connection of utilities to the building, and landscaping the Project Site. Construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

For purposes of this analysis, the following regulatory compliance measures have been identified as being applicable to the Proposed Project's construction activities:

- Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.1*) as recommended by the SCAQMD. Table III-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project construction. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD.

As shown in Table III-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Table III-1
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition						
On-Site Fugitive Dust	--	--	--	--	0.09	0.01
On-Site Off-Road (Diesel Equipment)	2.08	20.42	11.61	0.02	1.16	1.09
Off Site (Hauling, Vendor, Worker)	0.07	0.32	0.51	<0.01	0.13	0.04
Total Emissions	***2.15***	***20.74***	***12.12***	***0.02***	***1.38***	***1.14***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Site Clearing/Grading						
On-Site Fugitive Dust	--	--	--	--	0.36	0.19
On-Site Off-Road (Diesel Equipment)	1.45	13.35	11.49	0.02	0.88	0.83
Off Site (Hauling, Vendor, Worker)	0.24	6.43	1.72	0.02	0.49	0.15
Total Emissions	***1.69***	***19.78***	***13.21***	***0.04***	***1.73***	***1.17***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
On-Site Off-Road Diesel Equipment	2.62	19.91	18.04	0.03	1.40	1.38
Off Site (Hauling, Vendor, Worker)	0.32	1.30	2.48	<0.01	0.61	0.17
Total Emissions	***2.94***	***21.21***	***20.52***	***0.03***	***2.01***	***1.55***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	4.47	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	0.81	6.69	7.08	0.01	0.43	0.42
Off-Site Hauling/Vendor/Worker Trips	0.05	0.04	0.41	<0.01	0.11	0.03
Total Emissions	***5.33***	***6.73***	***7.49***	***0.01***	***0.54***	***0.45***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. Calculation sheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants, 2017.

Operational Emissions

Existing Emissions

Air pollutant emissions are currently generated at the Project Site by 3,669 square feet of auto repair facilities and a 521 square-foot food stand. These uses generate air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.1*) recommended by the SCAQMD. As shown in Table III-2, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table III-2
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area	0.09	0.00	<0.01	0.00	0.00	0.00
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile Sources	0.19	0.79	1.71	<0.01	0.34	0.10
Total Emissions	***0.28***	***0.84***	***1.75***	***<0.01***	***0.34***	***0.10***
Wintertime (Non-Smog Season) Emissions						
Area	0.09	0.00	<0.01	0.00	0.00	0.00
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile Sources	0.18	0.79	1.68	<0.01	0.34	0.10
Total Emissions	***0.27***	***0.84***	***1.72***	***<0.01***	***0.34***	***0.10***

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Source: CalEEMod (2016.3.1) and Parker Environmental Consultants, 2017.

Proposed Project Emissions

The Proposed Project would results in the demolition of the existing structures and the development of a residential building with 53 dwelling units. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2016.3.1*) recommended by the SCAQMD. The results of these calculations are presented in Table III-3, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table III-3
Proposed Project Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area	1.14	0.05	4.39	<0.01	0.02	0.02
Energy	0.02	0.15	0.06	<0.01	0.01	0.01
Mobile (Vehicles)	0.56	2.52	5.51	0.02	1.30	0.36
Subtotal Project Emissions:	***1.72***	***2.72***	***9.96***	***0.02***	***1.33***	***0.39***
Less Existing Emissions:	*-0.28*	*-0.84*	*-1.75*	*-(<0.01)*	*-0.34*	*-0.10*
NET Project Site Emissions:	**1.44**	**1.88**	**8.21**	**0.02**	**0.99**	**0.29**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area	1.14	0.05	4.39	<0.01	0.02	0.02
Energy	0.02	0.15	0.06	<0.01	0.01	0.01
Mobile (Vehicles)	0.68	3.68	8.96	0.03	2.58	0.71
Subtotal Project Emissions:	***1.84***	***3.88***	***13.41***	***0.03***	***2.61***	***0.74***
Less Existing Emissions:	*-0.27*	*-0.84*	*-1.72*	*-(<0.01)*	*-0.34*	*-0.10*
NET Project Site Emissions:	***1.57***	***3.04***	***11.69***	***0.03***	***2.27***	***0.64***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Source: CalEEMod (2016.3.1) and Parker Environmental Consultants, 2017.

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

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM_{10} and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Question III(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

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

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.[6]

Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[7] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles County area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include Edward R. Roybal Learning Center, Downtown Magnet High School, and the multi-family residences located approximately 490 feet west of the Project Site. Figure III-17, below, shows the nearest air quality sensitive receptors to the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

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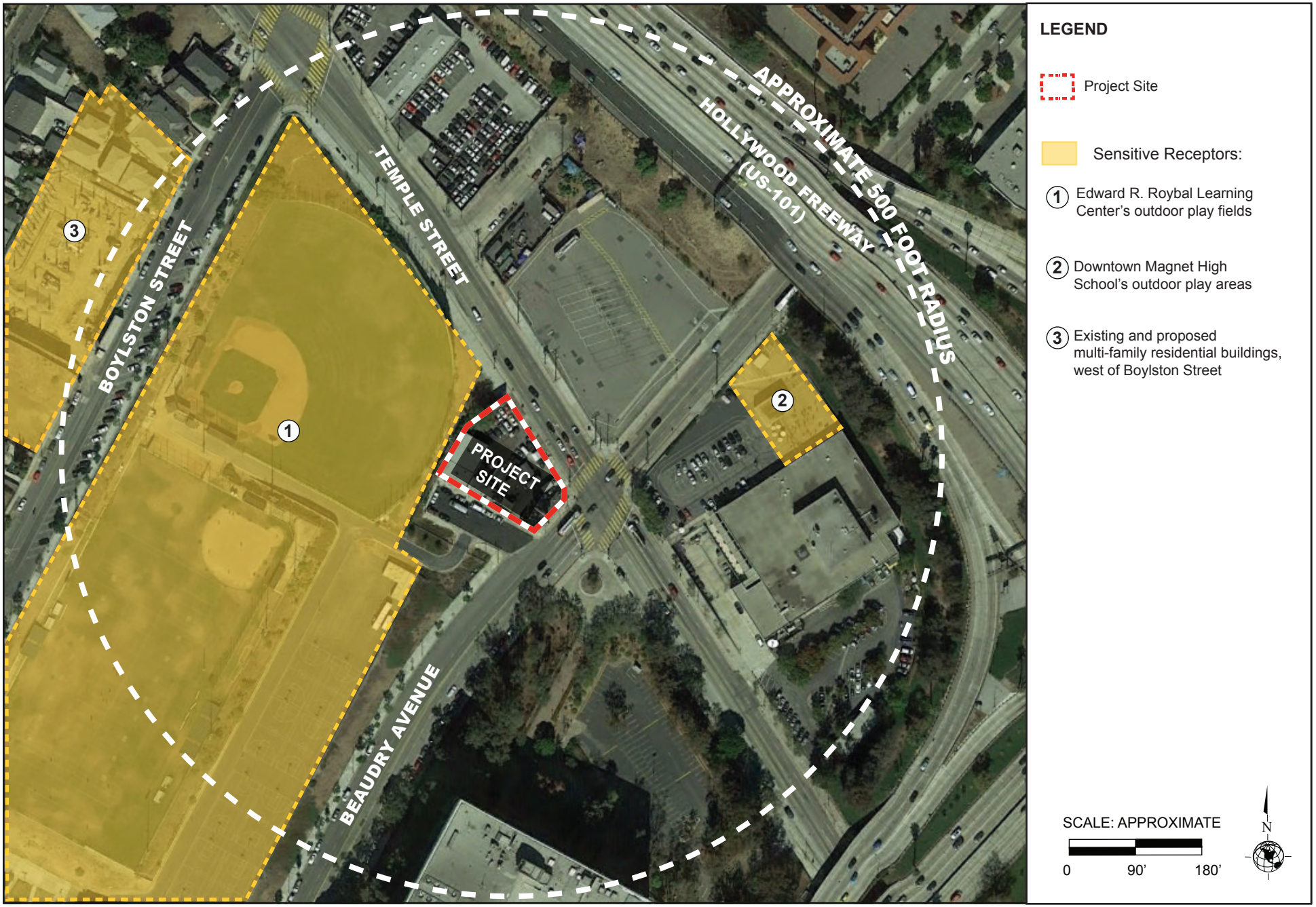
6 *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

7 *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*



Source: Google Earth, Aerial View, 2016

PARKER ENVIRONMENTAL CONSULTANTS

Figure III-17
Air Quality Sensitive Receptors

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations especially during the demolition and grading phases. However, as shown in Table III-4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate half-acre site in SRA 1. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with implementation of the regulatory code compliance measures identified above, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

Table III-4
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition	20.42	11.61	1.25	1.10
Site Clearing/Grading	13.35	11.49	1.24	1.02
Building Construction	19.91	18.04	1.40	1.38
Architectural Coatings	6.69	7.08	0.43	0.42
SCAQMD Localized Thresholds [c]	**37**	**340**	**2.5**	**1.5**
Potentially Significant Impact?	***No***	***No***	***No***	***No***

[a] *The localized thresholds for all phases are based on a receptor distance of 82 feet in SCAQMD's SRA 1 for a Project Site of ½-acre.*

[b] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

[c] *SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K.*

Source: CalEEMod 2016.3.1, Calculation sheets are provided in Appendix A to this IS/MND.

Localized Operational Emissions

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). Because the Basin is currently in attainment and existing congested intersections do not exceed state thresholds, CO hotspots are less than significant under extreme conditions. Therefore, no further analysis for CO hotspots is warranted and localized operational emissions would be less than significant.

Toxic Air Contaminants (TAC)

Construction Emissions

The Proposed Project's construction activities would generate toxic air contaminants in the form of diesel particulate emissions associated with the use of heavy trucks and construction equipment. The SCAQMD has not published guidance directly related to quantitatively assessing health risk impacts associated with construction activities for infill development projects that do not generate a high level of heavy truck traffic (i.e., distribution centers), and that are not subject to air emissions permitting requirements (i.e., facilities that emit toxic air contaminants). Diesel emissions during constriction would be reduced to acceptable levels through compliance with best available control technology as regulated for construction equipment and compliance with the CARB's Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location. In addition, as discussed above, the Proposed Project's PM_{10} and $PM_{2.5}$ emissions would be well below the SCAQMD's thresholds of significance for regional and localized air quality emissions. As DMP emissions are a subset of PM_{10} or $PM_{2.5}$ that are analyzed as less than significant, DPM emissions would thus be considered less than significant. Therefore, the Proposed Project would result in a less than significant impact related to construction TACs.

Operational Emissions

The Proposed Project consists of a residential development containing 53 dwelling units. These uses would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such no significant toxic airborne emissions would result from Proposed Project implementation**.** In addition, construction activities 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. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the Project Site would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Further, the Proposed Project would be required to install order-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138 to control odors from any operational activities within the proposed commercial uses.

With compliance with SCAQMD Rules 402 and 1138, described above, potential objectionable odor impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles.

Cumulative development can affect implementation of the 2016 AQMP. The 2016 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2016 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2016 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2016 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question III(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1108 and 1113 limits the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance) and Rule 1138 (Odor Reducing Equipment) would regulate any objectionable odor impacts from the related projects and the Proposed Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

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

Less Than Significant With Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is currently developed with auto repair facilities, a food stand, and surface parking and does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Vegetation on the Project Site is limited to one significant tree along the western property line. According to the Tree Report (Appendix B of this IS/MND), the on-site tree is a Tree of Heaven (*Ailanthus altissima*), which is not designated as a protected tree.[8] Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would have a less than significant impact upon removal of non-protected trees.

While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20)* and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of City Planning advises applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. Thus, with implementation of Mitigation Measure BIO-1, listed below, the Proposed Project would have a less than significant impact on sensitive biological species or habitat.

[8] *The Tree Resource, 1100 Temple Street, Los Angeles, CA 90012, July 25, 2017. (Appendix B of this IS/MND).*

Mitigation Measures:

BIO-1 Habitat Modification (Nesting Native Birds):

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
    - Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    - If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
    - Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    - The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may

diminish the chances for long-term survival of a sensitive species. The Project Site is located in a highly urbanized area within the Westlake community. The Project Site is currently developed with auto repair facilities, a food stand, and surface parking. No riparian or other sensitive natural vegetation communities are located on or adjacent to the Project Site. Therefore, development of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is currently developed with auto repair facilities, a food stand, and surface parking. The Project Site does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above), and no impacts to riparian or wetland habitats would occur with the development of the Proposed Project.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally result in a significant impact on biological resources if it results in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an urbanized area within the City of Los Angeles. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Thus, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife. Therefore, no impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project would be inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). As stated above, the Project Site is currently developed with auto repair facilities, a food stand, and surface parking. There is one tree (Tree of Heaven *Ailanthus altissima,* which is not designated as a protected tree) located on-site along the western property line, and no trees are located in the public right-of-way. The proposed on-site tree to be removed is not protected under a policy or ordinance.[9]

[9] *The Tree Resource, 1100 Temple Street, Los Angeles, CA 90012, July 25, 2017. (Appendix B of this IS/MND).*

Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. As such, the Proposed Project would not conflict with a policy or ordinance protecting biological resources and impacts would be less than significant.

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

No Impact. A significant impact would occur if the Proposed Project would be inconsistent with maps or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with the development of the Proposed Project.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with mitigation. Development of the Proposed Project in combination with the 12 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, Federal Migratory Bird Treaty Act, and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, and any other mitigation measures or regulatory compliance measures applicable to each project site. Thus, cumulative impacts to biological resources would be considered less than significant.

V. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of an historic resource pursuant to CEQA § 15064.5?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project results in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of

the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[10]

Section 15064.5(b)(2) of the CEQA Guidelines provides that "[t]he significance of an historical resource is materially impaired when a project:

> *(a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or*
>
> *(b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*
>
> *(c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.*

The Project Site is currently occupied by auto repair facilities, a food stand, and surface parking spaces. The Proposed Project includes demolishing the existing buildings and constructing an eight-story residential building. The existing buildings on the Project Site are not listed on the National Register, California Register, or local listing, and are not identified as historic resources in the Specific Plan.[11, 12] The Project Site does not contain any historic structures or scenic resources on site. Therefore, the on-site commercial structures are not designated as a historic resource pursuant to CEQA.

Additionally, there are no historic buildings within the Project vicinity. The Arroyo Seco Parkway Historic District, located approximately 350 feet northeast of the Project Site (just north of the Downtown Magnets High School) and listed in the National Register of Historic Places and the California Register of Historical Resources[13] is physically separated from the Project Site by Temple Street and the Downtown Magnets High School. Therefore, development of the Proposed Project would not negatively affect the physical

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[10] *CEQA Guidelines, Section 15064.5(b)(1).*

[11] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed September 2017.*

[12] *City of Los Angeles, Office of Historic Resources, SurveyLA, Westlake Community Plan Area, website: http://preservation.lacity.org/surveyla-findings-and-reports, accessed September 2017.*

[13] *City of Los Angeles, Department of City Planning, Office of Historic Resources, Los Angeles Historic Resources Inventory, website: http://www.historicplacesla.org/, accessed September 2017.*

integrity of any historical district. Therefore, the development of the Proposed Project would have a less than significant impact to surrounding historical resources.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources.

According to ZIMAS, the on-site buildings and surface parking was constructed in 1948. Thus, the Project Site has been previously disturbed. The Project Site and immediate surrounding areas are found within an archaeological survey area and may contain known archaeological resources.[14] To determine whether any known archaeological resources exist in proximity to the Project Site, a records search was conducted with the South Central Coastal Information Center (SCCIC). The SCCIC records search did not identify any known archaeological resources on the Project Site. The SCCIC records search identified three archaeological resources within a ½-mile radius of the Project Site. The SCCIC records search further shows that four prior reports/studies were conducted at the Project Site. The SCCIC record search (dated October 20, 2017) is contained in Appendix I.2 to this IS/MND.

The Proposed Project would not include any subterranean levels, but would include minor excavation and grading to ensure the proper base and slope for the proposed building. Thus, there is a potential for the accidental discovery of unknown and unrecorded archaeological materials. In the unlikely event that archaeological resources are discovered during excavation, grading, or construction activities, contractors would be directed to cease all earthwork activities in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Adherence to applicable regulations the govern the protection of archaeological resources would ensure that if any archaeological resources are encountered during construction activities, impacts to such resources would remain less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The

[14] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

Project Site has been previously graded and is currently developed with auto repair facilities, a food stand, and surface parking. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[15] This is further supported with correspondence with the Natural History Museum of Los Angeles County (dated October 6, 2017). The correspondence with the Natural History Museum states that there are no vertebrate fossil localities that lie directly within the Project Site boundaries. However, vertebrate fossil localities lie directly within the same sedimentary deposits that occur in the Proposed Project area. Refer to Appendix I.1 for the correspondence with the Natural History Museum of Los Angeles County and for descriptions of the nearby localities.

The correspondence identified that the northern portion of the Project area has surface deposits of younger Quaternary Alluvium, derived as alluvial fan deposits from the surrounding more elevated terrain. These deposits typically do not contain significant vertebrate fossils in the uppermost layers, but at relatively shallow depth, older sedimentary deposits may well contain significant fossil vertebrate remains. Shallow excavations in the younger Quaternary Alluvium in the northern portion of the Project area are unlikely to uncover any significant vertebrate fossils. Deeper excavations there that extend down into older deposits, however, as well as any excavations in the Puente Formation exposed in most of the Project area, may very well uncover significant vertebrate fossils. Any substantial excavations in the Project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

The Proposed Project does not propose any subterranean levels. However, there is a potential for paleontological resources to exist on the Project Site, which may be uncovered during the minor grading and foundational activities of the Proposed Project. Pursuant to the City's standard conditions of approval for issuing grading permits, if paleontological resources are discovered, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines. Implementation of regulatory compliance measures pertaining to paleontological resources would ensure that any resources found during the construction phase would be handled in accordance with the appropriate regulations. With adherence to regulatory compliance measures, any impacts to paleontological resources would be less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading or excavation activities associated with

[15] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could be discovered on the Project Site. In the event that human remains are encountered unexpectedly during construction, demolition, and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Compliance with regulatory compliance measures would ensure any potential impacts related to the disturbance of unknown human remains would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, in combination with the other 12 related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance measures. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. GEOLOGY AND SOILS

The following section summarizes and incorporates the reference information from the following reports: Addendum Geotechnical Design Report for the Proposed Multi-Family Structure located at 1100 W. Temple Street, City of Los Angeles, California, Project No. 163033-01, February 28, 2018, prepared by LGC Valley, Inc., the Geotechnical Response Report for the Geotechnical Investigation for the Proposed Multi-Family Structure, 1100 W. Temple Street, City of Los Angeles, California, Project No. 163033-01,

September 21, 2017, and the Geotechnical Investigation Report, Proposed Multi-Family Structure, 1100 W. Temple Street, City of Los Angeles, California, ("Geotechnical Report") prepared by LGC Valley, Inc., dated May 29, 2017. The Geotechnical Investigation Report and associated Department of Building and Safety Soils Report Review and Approval Letters are included as Appendix C to this IS/MND.

a) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The major active fault in the region is the active Hollywood Fault located approximately 3.5 miles from of the Project Site at the base of the Santa Monica Mountains. Other active faults that may result in shaking to the Project Site include the Santa Monica, San Fernando, Santa Susana, Raymond, Verdugo, Sierra Madre, and the San Andreas Fault, among others. In general, these secondary effects of seismic shaking are a possibility throughout the Southern California region and are dependent on the distance between the Project Site and the causative fault and the on-site geology. Based on the LGC Valley Inc.'s review of geologic maps, the Project Site is not located within an Alquist-Priolo Special Studies Zone, and no active faults are mapped projecting through the Project Site. The possibility of damage due to ground rupture from earthquake fault rupture is considered low since active faults are not known to cross the Project Site. Therefore, the ground rupture hazard at the Project Site is considered low, and a less than significant impact would occur.

b) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

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

Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the southern California region, which may affect the Project Site, include shallow ground rupture. In general, these secondary effects of seismic shaking are a possibility throughout the Southern California region and are dependent on the distance between the Project Site and causative fault and the onsite geology. The major active fault that could produce these secondary effects is the Hollywood Fault located approximately 3.5 miles from the Project Site. Other active faults that may result in shaking to the Project Site include the Santa Monica, San Fernando, Santa Susana, Raymond, Verdugo, Sierra Madre, and the San Andreas Fault, among others.

The City of Los Angeles Department of Building and Safety Soils Approval Letters, dated March 14, 2018 and October 19, 2017 are provided in Appendix C to this MND. The Proposed Project would incorporate the recommendations included in the Geotechnical Report to the satisfaction of the Department of Building and Safety. The design and construction of the Proposed Project shall conform to the City of Los Angeles Building Code seismic standards as approved by the Department of Building and Safety. The Proposed Project would be required to comply with the conditions approved by the Department of Building and Safety as it may be subsequently amended or modified. As such, impacts associated with seismic hazards would be less than significant. The City of Los Angeles Department of Building and Safety Soils Approval Letters, dated March 14, 2018 and October 19, 2017, respectively, are provided in Appendix C to this MND.

c) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located within a liquefaction zone. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion. Liquefaction is typified by a buildup of pore-water pressure in the affected soil layer to a point where a total loss of shear strength occurs, causing the soil to behave as a liquid. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

According to the City of Los Angeles General Plan Safety Element, the Project Site is located in an area designated as "liquefiable".[16] Based on the Seismic Hazards Map for the Hollywood 7½-Minute Quadrangle, the Project Site is not located within or partially within a potentially "Liquefiable" area. Historic high groundwater is approximately 10 feet below the existing ground surface.[17] Groundwater was encountered in one boring at 23.7 feet and seepage in another boring at 15 to 20 feet which was perched. The soils on-site were found to have high blow counts, and consisted of hard clays and dense to very dense sands which are not susceptible to liquefaction. Therefore, with compliance to the Los Angeles Building Code, the recommendations in the Geotechnical Report, and approval from the Department of Building and Safety, seismic impacts pertaining to liquefaction would be less than significant.

d) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

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[16] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit B: Areas Susceptible to Liquefaction In the City of Los Angeles, June 1994.*

[17] *State of California, Department of Conservation, Division of Mines and Geology, Seismic Hazards Zone Report for the Hollywood 7.5-Minute Minute Quadrangle, Los Angeles County, California, 1998.*

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. Based on the City of Los Angeles General Plan Safety Element, the Project Site is not located in a landslide inventory and hillside area.[18] According to the Geotechnical Report, no significant permanent slopes currently exist on-site or are planned for the Project Site, therefore slope stability is not considered an issue with respect to Project Site development. Therefore, the probability of landslides, including seismically induced landslides, is considered to be low, and a less than significant impact would occur.

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

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

Construction

Although development of the Proposed Project has the potential to result in the erosion of soils during excavation, site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during site clearing and grading. The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would be mostly paved-over or built upon so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading, excavation, and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The application of BMPs includes but is not limited to the following regulatory compliance measures: (1) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity; and (2) stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer. Compliance with regulatory measures would ensure a less-than-significant impact would occur with respect to erosion or loss of topsoil during the construction

[18] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit C: Landslide Inventory & Hillside Areas In the City of Los Angeles, June 1994.*

phase.

Operation

The potential for soil erosion during the ongoing operation of the Proposed Project is low due to the generally level topography of the Project Site, and the fact that the Project Site would be mostly paved-over or built upon so little soil would be exposed. As such, the Proposed Project would result in a less than significant impact with respect to erosion or loss of topsoil during the operation of the Proposed Project.

f) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. According to the Geotechnical Report, liquefaction, dry sand settlement, and slope stability are not considered an issue for the Project Site. Laboratory test results of the on-site soils indicate a medium expansion potential and negligible potential of settlement or hydro-collapse underlying the subterranean levels. The on-site soils below recommended remedial grading/excavation depths have a low potential for static settlement. From a geotechnical perspective, the existing on-site soils are suitable for use as fill, provided they are relatively free from rocks, construction debris, and organic material. The Proposed Project would comply with the City of Los Angeles Building Code, which would ensure that geological impacts pertaining to soil instability would be less than significant. Further, the Proposed Project would incorporate the recommendations in the Geotechnical Report to the satisfaction of the Department of Building and Safety. With adherence to regulatory compliance measures and recommendations in the Geotechnical report, geologic impacts relating to soil instability would be less than significant.

g) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Laboratory test results of the on-site soils indicate a medium expansion potential. From a geotechnical perspective, the existing on-site soils are suitable for use as fill, provided they are relatively free from rocks, construction debris and organic material. All construction and building activities would comply with the Los Angeles Building Code and the recommendations in the Geotechnical

Report to the satisfaction of the Department of Building and Safety. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. With adherence to the City of Los Angeles Department of Building and Safety requirements and regulatory compliance measures, a less than significant impact would occur with respect to expansive soils.

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

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the 12 related projects. Similar to the Proposed 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 Proposed Project's geology and soils impacts concluded that, through the implementation of the regulatory compliance measures recommended above, any Proposed Project impacts would be less than significant. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF_3), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels,

to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As previously determined by CARB, California projected it needed to reduce GHG emissions to a level approximately 28.4% below CARB's 2020 "business-as-usual" GHG emission projections (as set forth in the 2008 Scoping Plan) to achieve this goal.[19] The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Climate Change Scoping Plan

In December 2008, CARB approved a Climate Change Scoping Plan. The Climate Change Scoping Plan calls for a "coordinated set of solutions" to address all major categories of GHG emissions. The Initial Scoping Plan in 2008 presented the first economy-wide approach to reducing emissions and highlighted the value of combining both carbon pricing with other complementary programs to meet California's 2020 GHG emissions cap while ensuring progress in all sectors. The coordinated set of policies in the Initial Scoping Plan employed strategies tailored to specific needs, including market-based compliance mechanisms, performance standards, technology requirements, and voluntary reductions. The Initial Scoping Plan also described a conceptual design for a cap-and-trade program that included eventual linkage to other cap-and-trade programs to form a larger regional trading program.

AB 32 requires CARB to update the scoping plan at least every five years. The First Update to the Scoping Plan (First Update), approved in May 2014, presented an update on the program and its progress toward meeting the 2020 limit. It also developed the first vision for the long-term progress that the State endeavors to achieve. In doing so, the First Update laid the groundwork to transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. It also recommended the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions, rather than only focusing on targets for 2020 or 2050.

In October 2017, CARB published and circulated a revised draft version of "The 2017 Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target" that establishes a proposed framework of action for California to meet a 40 percent reduction in greenhouse gases by 2030 compared to 1990 levels, and substantially advance toward the 2050 climate goal of 80 percent below 1990 levels. The Revised Draft 2017 Climate Change Scoping Plan is part of the public process to update the AB 32 Scoping Plan to reflect Governor's Executive Order B-30-15 and SB 32, which establish a mid-term GHG emission reduction target for California of 40 percent below 1990 levels by 2030. All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB and other State agencies are identifying the suite of

[19] *CARB has not calculated the percent reduction required to achieve AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. The value of 28.4% is the required reduction to achieve 1990 emissions in 2020 is an approximate value. Based on the Scoping Plan estimates and conservative rounding, the value could be 28.5%.*

programs, regulations, incentives, and supporting actions needed to continue driving down emissions and ensure we are on a trajectory to meet our mid- and long-term climate goals.

The 2017 Scoping Plan includes input from a range of State agencies and is the result of a two-year development process including extensive public and stakeholder outreach designed to ensure that California's climate and air quality efforts continue to improve public health and drive development of a more sustainable economy. The 2017 Scoping Plan reflects the direction from the legislature on the Cap-and-Trade Program, as described in AB 398, the need to extend the key existing emissions reductions programs, and acknowledges the parallel actions required under AB 617 to strengthen monitoring and reduce air pollution at the community level. A Final Scoping Plan, with all supporting materials, is anticipated to be released by December 2017.

Cap-and-Trade Program

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the greenhouse gas (GHG) emissions that cause climate change. This program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to trade permits (allowances) to emit GHGs.

Cap-and-trade is a market-based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. The Proposed Project would be exempt from the Cap-and-Trade program, since it only proposes residential uses and does not propose any industrial or high-emitting land uses.

California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. Statewide reductions in GHG emissions from construction is being accomplished through continuous updates to the CALGreen Code and other State- mandated laws and regulations. The CALGreen Code encourages sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. Originally adopted in 2008, the CALGreen Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants.

In 2010, the CALGreen Code became mandatory on a statewide basis. The Proposed Project would implement the 2016 CALGreen Code (effective January 1, 2017) and any future additional construction activities necessary.

City of Los Angeles Sustainable City pLAn

On April 8, 2015, Mayor Eric Garcetti released the Los Angeles' first ever Sustainable City pLAn (The pLAn). The pLAn sets the course for a cleaner environment and a stronger economy, with commitment to equity as its foundation. The pLAn is made up of short term (by 2017) and long term (2025 and 2035) targets. The pLAn set out an ambitious vision for cutting greenhouse gas emissions, reducing the impact of climate change and building support for national and global initiatives. Los Angeles has moved to the forefront of climate innovation and leadership through bold actions on energy efficiency and electric vehicle as well as renewable energy and greenhouse gas accounting. L.A. has already reduced its greenhouse gas emissions by 20% below 1990 levels as of 2013, nearly halfway to the goal of 45% below by 2025. The City has been working to increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

LA Green Building Code

The City of Los Angeles *L.A. Green Building Code* (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the *L.A. Green Building Code* requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20%, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. New development projects are required to comply with the *L.A. Green Building Code,* and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including AB 32.

2016 RTP/SCS

On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in High-Quality Transit Areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more

opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. By analyzing the performance of land use changes and transportation strategies related to GHG emissions reductions, the 2016 RTP/SCS concluded that GHG emissions per capita relative to 2005 emissions would be reduced by 8% in 2020, 18% in 2035, and 21% in 2040 in the SCAG region, which would exceed CARB's required reduction targets. These future GHG goals and conditions would be met in 2040 if investments and strategies detailed in the 2016 RTP/SCS are fully realized.

SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO_2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

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

Less Than Significant Impact. The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions.

Based upon Section 15064.5, for purposes of this analysis a significant impact would occur if the Proposed Project's design features are not substantially consistent with the applicable policies and/or regulations outlined in the Scoping Plan, SB 375, SCAG's 2016 RTP/SCS, and the LA Green Building Code.

Construction

Development of the Proposed Project would result in the discontinuance of the existing GHG emissions from uses at the Project Site, which would be replaced by construction GHG emissions from the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 18-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod (*Version 2016.3.1*) for each year of construction of the Proposed Project and the results of this analysis are presented in Table III-5, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table III-5, the total GHG emissions from construction activities related to the Proposed Project would be 554.58 metric tons with the greatest annual emissions of 319.35 metric tons occurring in 2019. It should be noted that the net GHG emissions during the Project's construction would be 287.6 CO^2e MTY as the existing operations would cease during this two-year timeframe.[20] However, for purposes of providing a conservative estimate, and in accordance with CAPCOA guidance, the gross construction emissions were amortized over a 30-year period and factored into the Proposed Project's operational emissions.

Table III-5
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2018	235.23
2019	319.35
Total Construction GHG Emissions	**554.58**

[a] *Construction CO_2 values were derived using CalEEMod Version 2016.3.1 Calculation data and results are provided in Appendix D, Greenhouse Gas Emissions Worksheets.*

[20] *As shown in Table III-6, the existing uses generate 133.49 CO^2e MTY per year. Thus 266.98 CO^2e MTY would be off-set during the construction period, yielding a net increase of 287.6 CO^2e MTY (554.58-266.98=287.6 CO^2e MTY).*

Operation

Baseline GHG Emissions

The Project Site is currently developed with auto repair facilities, a food stand, and surface parking lot. The operations of the commercial uses generate GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table III-6 Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing commercial building at the Project Site. As shown in Table III-6, the existing operations on the Project Site generate approximately 133.49 CO^2e MTY.

Table III-6
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	<0.01
Energy	46.22
Mobile	71.49
Waste	10.06
Water	5.72
Total	**133.49**

Greenhouse gas emissions were estimated using CalEEMod Version 2016.3.1 Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Worksheets.

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Proposed Project's compliance with the *L.A. Green Building Code* and other mitigating features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. The Proposed Project's emissions were estimated using CalEEMod for a base project without the enhanced energy conservation measures mandated by the Green Building Code and with GHG reduction measures to effectively estimate the net benefit of code compliance measures in terms of a reduction in GHG emissions. As shown in Table III-7, below, the net increase in GHG emissions generated by the Proposed Project under the Project Without GHG Reduction Measures would be 833.85 CO_2e MTY, and the Project With GHG Reduction Measures scenario would result in a net increase of 401.57 CO_2e MTY. For purposes of this comparison it should be noted that the Proposed Project's structural and operational features such as installing energy efficient lighting, low flow plumbing fixtures, and implementing an operational recycling program during the life of the Project would reduce the Project's GHG emissions by approximately 36 percent. When considering the fact that the Proposed Project is an infill development and is redeveloping land occupied by existing uses which generate

GHG emissions (which is encouraged through the state, regional and local plans and policies (i.e., SB32, SB375, and SCAG's 2016 RTP/SCS growth strategy)), the Proposed Project would realize a 52 percent reduction in GHG emissions as compared to a base project of the same size without replacing an existing land use that generates GHG emissions.

Table III-7
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	**Proposed Project**	**Percent Reduction**
Area	0.92	0.92	0%
Energy	242.12	202.85	16%
Mobile (Motor Vehicles)	516.77	273.88	47%
Waste	12.26	4.29	65%
Water	43.29	34.63	20%
Construction Emissions [a]	18.49	18.49	--
Proposed Project Total:	**833.85**	**535.06**	**36%**
Less Existing Project Site:	-- [b]	*-133.49*	--
Proposed Project Net Total:	**833.85**	**401.57**	**52%**

Notes:
[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
[b] *The existing emissions were not deducted from the Project Without GHG Reduction Measures to demonstrate the benefit of developing on an infill lot with active commercial uses.*
Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Worksheets.

Through required implementation of the Green Building Code, the Project's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan. The following describes the benefits and applicability of the Proposed Project's compliance measures and design features that serve to reduce the carbon footprint of the development:

1. **Infill Development.** The Proposed Project would redevelop an infill site developed with commercial land uses that generates GHG emissions and is located within a Transit Priority Area. The Proposed Project would remove the existing uses, which would partially off-set the Proposed Project's operational emissions. The Project is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

2. **Transit Priority Area.** The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit

would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

3. **Energy Conservation**. The Proposed Project must Title 24 2016 standards and include ENERGY-STAR appliances.

4. **Solid Waste Reduction Efforts**. California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 65 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

5. **Water Conservation**. As mandated by the 2017 Los Angeles Green Building Code, the Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that implement water use reduction by complying with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 4.303.4.1 of Section 4.303.4 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 4.303.4.2 of the Plumbing Code's Section 4.303.4. The Proposed Project's water budget for landscape irrigation use shall conform to the California Department of Water's Resources' Model Water Efficient Landscape Ordinance (MWELO). Such landscape water reduction methods include, but are not limited to, use of captured rainwater, recycled water, graywater, or water treated for irrigation purposes and conveyed by a water district or public entity. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

6. **Electric Vehicle Supply Equipment.** In 2015, the City of Los Angeles amended the L.A. Green Building Code to incorporate requirements for the installation of electric vehicle charging equipment for new construction. Pursuant to LAMC 99.04.106.4, at least five percent (5%) of the Code required parking stalls shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). The incorporation of EVSE into the Proposed Project is consistent with State and City GHG policies to encourage and support alternative clean fuel supplies for vehicles and would further serve to reduce GHG emissions attributable to the vehicle trips generated by the Proposed Project.

As demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan. For all of these reasons, the Proposed Project's project-specific and cumulatively GHG emissions would be less than significant.

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

Less Than Significant Impact. As described above and in Question VII(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan. Therefore, the Proposed Project's impact would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The GHG emissions from a residential project with up to 53 dwelling units is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above, the Proposed Project's generation of GHG emissions would represent a 52 percent reduction in GHG emissions with GHG reduction measures in place as compared to the Project's emissions in the absence of all of the GHG reducing measures and project design features. Furthermore the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

The following section summarizes and incorporates the reference information from the following reports:

- Phase I Environmental Assessment Report, 1100 West Temple Street, Los Angeles, California 90012 ("Phase I ESA"), prepared by Partner Engineering and Science, Inc. ("Partner"), dated January 3, 2017.
- Phase II Subsurface Investigation Report, 1100 West Temple, Los Angeles, California 90012 ("Phase II SIR"), prepared by Partner Engineering and Science, Inc. ("Partner"), dated March 1, 2017.

The Phase I ESA and Phase II SIR are included as Appendix E.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project includes the construction of a residential project with up to 53 residential units. During the operation of the Proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. The use of these substances would comply with State Health Codes and Regulations.

Construction could involve the use of potentially hazardous materials that are routinely used during residential construction, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?

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

Partner Engineering and Science, Inc. ("Partner") performed a Phase I ESA for the Project Site. The purpose of the Phase I ESA is to identify existing or potential Recognized Environmental Conditions (RECs), as defined by ASTM Standard E1527-13, affecting the Project Site that: 1) constitute or result in a material violation or a potential material violation of any applicable environmental law; 2) impose any material constraints on the operation of the subject property or require a material change in the use thereof; 3) require cleanup, remedial action or other response with respect to Hazardous Substances or Petroleum Products on

or affecting the Project Site under any applicable environmental law; 4) may affect the value of the Project Site; and 5) may require specific actions to be performed with regard to such conditions and circumstances. The Phase I ESA included: 1) a property and adjacent site reconnaissance; 2) interviews with key personnel; 3) a review of historical sources; 4) a review of regulatory agency records; and 5) a review of a regulatory database report provided by a third-party vendor.

The Project Site is currently occupied by A&P Tire Center, Elval Car Wash, MC Body Shop and Munoz Garage for commercial use. Onsite operations consist of auto engine and auto body repair and car wash activities. In addition to the current structures, the Project Site is also improved with asphalt-paved parking areas.

Database Search

The Project Site was identified as California Facility and Manifest Data (HAZNET), California Emission Inventory Data (EMI), Los Angeles County Site Mitigation (LA Co. Site Mitigation) and EDR Historical Auto Station sites in the regulatory database report.

The property to the southeast of the Project Site was identified as Envirostor, Leaking Underground Storage Tank (LUST), Aboveground Storage Tank (AST), California Statewide Environmental Evaluation and Planning System (SWEEPS) UST, Historical UST (HIST UST), EMI, and Facility Inventory Database (FID) UST, Historic Cortese (Hist Cortese) site. The property to the northeast of the Project Site was identified as EDR Historical Auto Station and EDR Historical Cleaners site in the regulatory database report. As discussed further below, these properties are not expected to represent a significant environmental concern to the Proposed Project. No sites of concern are identified in the regulatory database report. As discussed further below, vapor migration is not expected to represent a significant environmental concern at this time.

Findings

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property: due to release to the environment; under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of the Phase I ESA:

- According to the historical sources reviewed, the Project Site was formerly occupied by gasoline stations from 1928 to 1976 and has been occupied by auto repair facilities since 1948. Gasoline service stations and auto repairs typically utilize and store hazardous materials and petroleum products as part of routine operations and are often equipped with features such as underground and/or aboveground storage tanks (USTs/ASTs), parts washers, hydraulic lifts, spray paint booths, oil/water separator systems, and floor drains. At the time of the visual reconnaissance, Partner observed stored petroleum products (used oil, filters, and lubricants), a parts washer, one aboveground hydraulic lift, a spray paint booth, an inactive repair pit, and a car wash with a drain leading to the municipal sewer system. No below-grade hydraulic lifts, ASTs, USTs, or oil/water separator systems were observed at the time of the site visit. Partner also observed evidence

(concrete imprint/patching) of a former fuel dispenser pump island associated with the historical service station operations. No records regarding historical USTs were identified in the regulatory database report, agency records reviewed, or historical documentation reviewed, presumably due to the age of the service station. No information regarding the number of USTs, type of product(s), location, or decommissioning status was identified during the course of this assessment. Based on the duration of fueling and auto repair operations on-site and the lack of previous subsurface investigations, the current and historical use of the Project Site represents an REC.

- The former occupant, MC Paint & Frame Works, was identified on the Los Angeles County Site Mitigation Database under Facility ID #FA0026205, Case #RO0011862. The status of this case is listed as abated as of August 16, 1993. No additional detailed information was provided in the database report. No information regarding the type of release, quantity, location, or remedial activities was identified for this listing during the course of the Phase I ESA. Based on the regulatory closure of the case, this listing is not expected to represent a significant environmental concern to the Project Site, however, Partner has submitted a Freedom of Information Act (FOIA) request to the Los Angeles Fire Department (governing regulatory agency) for further information regarding this listing. At the time of the Phase I ESA writing, Partner had not yet received a response for inclusion in the Phase I ESA. Following issuance of the Phase I Report, Partner received a response from the LACFD on January 11, 2017, indicated that no records existed for the MC Paint & Frame Works facility.

An environmental issue refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion. The following was identified:

- According to California Division of Oil and Gas Map, the Project Site is located within the immediate vicinity of an oil field. No oil wells were identified on the subject property. However several plugged and abandoned oil wells were identified on the northwest-adjoining property. Due to the close proximity of significant oil production areas, the Project Site has been identified by the Los Angeles Department of Building and Safety (LADBS) as part of a "Methane Buffer Zone." Due to the potential environmental risk associated with construction in Methane Buffer Zones, the Department of City Planning recommends that all multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in building with raised foundations. (See MM HAZ-1, below)
- Due to the age of the onsite buildings, there is a potential that asbestos-containing materials (ACMs) and/or lead based paint (LBP) is present. Overall, all suspect ACMs and painted surfaces were observed in good condition and do not pose a health and safety concern to the occupants of the Project Site at this time. The identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. Regulatory compliance measures are further discussed below to address ACMs and LBP.
- An isolated area of black mold growth associated with water intrusion issues was noted on the ceiling of A&P Tire Center. The source of the moisture was not readily identifiable at the time of the visual reconnaissance.

Asbestos-Containing Materials (ACMs)

The Project Site buildings were constructed in 1948 with additions in 1956 and 1979; thus, there is a potential that ACM is present. Partner has conducted a limited, visual evaluation of accessible areas for the presence of suspect ACMs at the Project Site. The objective of the visual survey was to note the presence and condition of suspect ACM observed. Partner identified drywall systems and stucco throughout the interior of the building as suspect ACMs. According to the US EPA, ACM and PACM that is intact and in good condition can, in general, be managed safely in-place under an Operations and Maintenance (O&M) Program until removal is dictated by renovation, demolition, or deteriorating material condition. Prior to any disturbance of the construction materials within the Project Site building, a comprehensive ACM survey shall be implemented.

Lead-Based Paint (LBP)

Based on the age of the subject property buildings (pre-1978), there is a potential that LBP is present. Interior and exterior painted surfaces were observed in good condition and therefore not expected to represent a "hazard," although the condition of the paint should be monitored and maintained to ensure that it does not become deteriorated. Actual material samples would need to be collected in order to determine if LBP is present.

An Operations and Maintenance (O&M) Program shall be implemented in order to safely manage the suspect ACMs and LBP located at the Project Site. Prior to any renovation or demolition activities that may disturb these suspect materials, they should be sampled and analyzed to ascertain asbestos and lead content. Any materials found to contain asbestos and/or lead must be removed by a firm specializing in asbestos/lead abatement and disposed of according to all applicable local, state, and federal regulations. The SCAQMD has very specific regulations for asbestos emissions. Provided the removal and disposal of ACMs from the Project Site follows the various guidelines required by SCAQMD Rule 1403, as well as all other applicable state and federal rules and regulations, hazardous materials impacts relative to exposure to asbestos would be less than significant. With adherence to regulations compliance measures regarding proper disposal of ACMs and LBP, the Proposed Project would have a less than significant impact with respect to ACMs and LBP.

Mold

Partner observed accessible, interior areas for the Project Site buildings for significant evidence of mold growth. Water intrusion was noted on the ceiling of A&P Tire Center that could lead to conditions that support mold growth. Partner observed an isolated area of black mold growth on the ceiling in this area. The source of moisture contributing to mold growth on the ceiling of A&P Tire Center should be identified and eliminated and damaged building materials should be replaced as part of routine maintenance.

Subsurface Conditions

Due to the above findings, a Phase II SIR was prepared to identify potential environmental concerns associated with the Los Angeles County Fire Department case for the Project Site, to identify the location of on-site USTs, former tankholds, and/or other associated features, to investigate the potential impact of petroleum hydrocarbons and/or VOCs to soil and/or groundwater as a consequence of a release or releases

from the former and current gasoline and service station operations, and to assess the potential for methane impacts from the historical regional oil production activities. The scope of the Phase II SIR included the performance of the geophysical survey and the advancement of subsurface borings for the collection of representative soil, groundwater, and soil gas samples. Five soil samples were analyzed for total petroleum hydrocarbons (TPH-cc), volatile organic compounds (VOCs), and polyaromatic hydrocarbons (PAHs); three groundwater samples were analyzed for VOCs and PAHs; and methane readings were collected from two soil gas probes.

Findings

None of the analyzed soil samples contained detectable concentrations of TPH-cc or PAHs exceeding laboratory reporting limits (RLs) and the RLs were below their respective applicable soil screening levels (SSLs) and regional screening levels (RSLs). Of the VOCs detected in the analyzed soil samples, none exceeded their respective residential or commercial/industrial RSLs. Of the VOCs and PAHs detected in the analyzed groundwater samples at concentrations exceeding the laboratory RLs, none exceeded applicable maximum contaminant levels (MCLs). Methane was detected in one of the soil gas probes. Based on the methane concentrations detected during the investigation, future development would require a Level V methane mitigation site design.

Based on the results of the Phase I SIR, there appears to have been a release of petroleum compounds in the vicinity of the former UST; however, based on the lack of regulatory exceedences, the release appears to be de minimus in nature. No further assessment relevant to the current and/or former gasoline station and automotive repair operations appear warranted at this time; however, based on the proposed redevelopment, a Soil Management Plan during grading activities to address potential impacts. In the event that hazardous materials are discovered during the site clearing and grading phase, the transport and disposal of any hazardous materials and soil shall obtain approval from the Los Angeles Fire Department and Department of Building and Safety. (See MM HAZ-2, below).

Due to the close proximity of significant oil production areas, the subject property has been identified by the Los Angeles Department of Building and Safety (LADBS) as part of a "Methane Buffer Zone." Methane Buffer Zone sites include sites immediately surrounding gas sources, where testing and mitigation are required by the LADBS. The Department of City Planning recommends that all multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations. A Site Methane Investigative Report was prepared for the Project by Methane Specialists dated March 1, 2018 in accordance with City of Los Angeles Department of Building and Safety's "Site Testing Standards for Methane" (P/BC 2002-101, November 30, 2004) (See Appendix K to this MND). Based on the Methane Investigation Report, the Project shall provide a Design Level II passive methane mitigation system in accordance with Los Angeles Municipal Code Section 91.7104.2.1. (See MM HAZ-1, below). Therefore, impacts relating to release of hazardous materials would be mitigated to a less than significant level.

- **Mitigation Measure:**

HAZ-1 Methane Gas

- The Proposed Project's building shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations. Based on the Methane Investigation Report prepared by Methane Specialists, dated March 1, 2018, the Project shall provide a Design Level II passive methane mitigation system in accordance with Los Angeles Municipal Code Section 91.7104.2.1.

- **HAZ-2 Soil Management Plan**

  - A Soil Management Plan shall be developed to address site logistics and handling of soil impacted with petroleum compounds that may arise during grading. During the grading and building foundation activities, suspect soil identified through field screening will likely require segregation and stockpiling for future testing and disposition along with sampling and testing to ascertain if the suspect material has been removed. The Soil Management Plan would address field screening, laboratory sampling, establish action levels for removal and verification, identifying appropriate action levels, site logistics, and soil handling and disposition and verification of remaining conditions on the property.

  - The Applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) prior to the issuance of a use of land or building permit, or issuance of a change of occupancy.

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

Less Than Significant With Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect may occur if the Project Site is located within 0.25-miles of an existing or proposed school site and would handle hazardous materials that may release hazardous emissions, which would pose a health hazard beyond regulatory thresholds.

There are two Los Angeles Unified School District schools located within 0.25 miles from the Project Site: 1) Downtown Magnets High School, located at 1081 W. Temple Street, immediately east of the Project Site, across Beaudry Avenue; and 2) Edward R. Roybal Learning Center, which is located immediately south and west of the Project Site.

The Proposed Project would entail the use and/or generation of hazardous materials, substances, and waste that is routinely involved in residential construction projects during its construction period. Compliance with existing laws and regulations would avoid potential impacts to the nearby schools. As discussed in other sections of this IS/MND, localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities may occur which are less than significant or

would be reduced to less than significant levels by mitigation measures identified in this IS/MND. While hazardous materials impacts to schools are not expected, the steps recommended in HAZ-3 would be implemented for coordination and communication purposes.

Further, the Project's proposed haul route would be designed to minimize, to the greatest degree possible, hauling impacts to the identified schools. The proposed haul route traveling to and from the deposit sites would utilize the 101 Freeway. Traveling to the 101 Freeway from the Project Site would travel west along Temple Street, north along Glendale Boulevard, and utilize the Bellevue Avenue on-ramp. The haul route traveling to the Project Site from the 101 Freeway would utilize the Union Avenue off-ramp, then travel east on Temple Street to the Project Site. Hauling activity utilizing Temple Street would pass the Betty Plasencia Elementary School's northern property line when the trucks are leaving and entering the Project Site, which is located approximately 0.28 miles east of the Project Site along Temple Street. Implementation of Mitigation Measures HAZ-3 and HAZ-4, below, would reduce any construction impacts related to nearby schools to less than significant levels.

Mitigation Measures:

HAZ-3 Coordination with Nearby Schools

- The Applicant and contractors shall maintain ongoing contact with the administrators of Downtown Magnets High School, Edward R. Roybal Learning Center, and the Betty Plasencia Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

HAZ-4 Schools Affected by Haul Route

- The Applicant shall coordinate haul route hours with Downtown Magnets High School, Edward R. Roybal Learning Center, and the Betty Plasencia Elementary School..
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day.
- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety during construction.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- No construction vehicles or haul trucks shall be staged or idled on Temple Street, N. Beaudry Avenue or W. 1st Street during school hours.

During the operation of the Proposed Project, no hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for housing keeping and janitorial purposes would be present at the Project Site, and use of these substances would comply with State Health Codes and Regulations.

Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and a less than significant impact would occur.

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

Less Than Significant With Mitigation Incorporated. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

As discussed in the Phase I ESA, the Project Site was identified as California Facility and Manifest Data (HAZNET), California Emission Inventory Data (EMI), Los Angeles County Site Mitigation (LA Co. Site Mitigation) and EDR Historical Auto Station sites in the regulatory database report. The Phase I ESA determined that there are recognized environmental concerns in connection with the Project Site due to the historical and current activities on the Project Site associated with a former on-site gasoline station and former and current on-site auto repair operations. However, with compliance to mandatory state and federal regulatory compliance measures and incorporation Mitigation Measures HAZ-2, potential impacts would be reduced to less than significant levels.

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 exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?

No Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Bob Hope Airport. However, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?

No Impact. This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located within the vicinity of a private airstrip and therefore, no impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located in a disaster route according to the Los Angeles County - Central Area Disaster Route Map.[21] Further, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan based on the City of Los Angeles Safety Element.[22] Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur.

h) Would the project exacerbate existing hazardous environmental conditions by bringing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located in a highly urbanized area of the Westlake community in the City of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[23] Therefore, no impacts from wildland fires are expected to occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the 12 related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those

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[21] *Los Angeles County Department of Public Works, Los Angeles - Central Area Disaster Route Map, July 10, 2008.*

[22] *City of Los Angeles, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

[23] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: www.zimas.lacity.org, accessed September 2017.*

properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

IX. HYDROLOGY AND WATER QUALITY

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include compliance with NPDES permitting system, LAMC Article 4.4, and the low impact development requirements, which reduces potential water quality impacts during the construction and operation of a project.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality

standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, City of Los Angeles Ordinance No. 173,494 further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects. As such, the implementation of the code-required SWPPP and compliance with Ordinance No. 173,494 would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

Operation

The Project Site is currently developed with auto repair facilities, a food stand and surface parking. With the exception of an on-site tree, the Project Site is completely covered with impervious surfaces. Thus, approximately 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Surface water runoff from the Project Site flows southeast along W. Temple Street and is directed to a storm drain inlet on the intersection of W. Temple Street and N. Beaudry Avenue. Surface water runoff can also flow east along W. Angelina Street and southbound along N. Beaudry Avenue into a storm drain inlet approximately 700 feet south on the west side of N. Beaudry Avenue.[24] The Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site. The Proposed Project would not be expected to increase surface water runoff compared to existing conditions, because the Proposed Project would be required to comply with low impact development (LID) requirements, further discussed below.

In November 2012, the Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CASOO4001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the LID Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was recently amended in August 2015 with the approval of Ordinance No. 183,833, which incorporates the requirements of the Municipal Separate Storm Sewer (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of

[24] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed September 2017.*

rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[25]

The Proposed Project falls within the second tier of the LID requirements, which state that development projects that involve five or more units intended for residential use and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaving the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv). Development and redevelopment projects are required to prepare a LID Plan, which comply with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be required to implement off-site mitigation on public and/or private land within the same sub-watershed as defined by the MS4 Permit.[26] Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.[27]

In compliance with the LID Plan, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided.

To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer of record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes,

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[25] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

[26] *City of Los Angeles Ordinance No. 183,833, 2015.*

[27] *Ibid.*

ordinances, and other laws. [28]

Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, as the Proposed Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with code compliance.

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

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

As discussed in Question IX(a), the Project Site is nearly 100 percent impervious. As such, nearly 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and would not percolate into the groundwater table beneath the Project Site. The Proposed Project would redevelop the Project Site with nearly 100 percent impervious surfaces similar to existing conditions, with the exception of some landscaped areas. According to the Geotechnical Report, groundwater was encountered at a depth of 23.7 feet below the ground surface and seepage at 15 to 20 feet below grade. According to the Seismic Hazard Evaluation Report, for the Hollywood 7 ½ Minute Quadrangle (CDMG, 1998), the historically highest groundwater at the Project Site is approximately 10 to 20 feet below the ground surface.[29] The Proposed Project would involve site clearing and minor cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would not provide any subterranean levels and would not excavate deep beneath the Project Site. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, adherence to Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater table would

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[28] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

[29] *LGC Valley, Inc., Geotechnical Investigation Report, Proposed Multi-Family Structure, 1100 W. Temple Street, City of Los Angeles, California, dated May 29, 2017 (Appendix C to this IS/MND).*

be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area within the City of Los Angeles, and no streams or river courses are located on or within the Project vicinity. As such, there is no potential for the Project to alter the course of a stream or river.

Stormwater on the Project Site is directed to existing storm drains. Implementation of the Proposed Project would fully develop the Project Site and would not increase site runoff or result in any changes in the local drainage patterns. Regulatory compliance measures would ensure that runoff leaving the Project Site would not result in substantial erosion or siltation during the construction and operational phases of the Proposed Project. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site. Development of the Proposed Project would result in a less than significant impact.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability

that polluted runoff would reach the storm drain system.

Currently, the Project Site is completely developed with impervious surfaces and nearly 100 percent of surface water runoff is directed to adjacent street storm drains. Existing storm drain lines serving the Project Site are located on Temple Street and Beaudry Avenue.[30] Following the development of the Proposed Project, runoff from the Project Site would be collected on the Project Site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention or treatment BMPs would be required as part of the LID requirements. Any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance standards and retain or treat the first ¾ –inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), which would reduce the Proposed Project's impact to the stormwater infrastructure. Additionally, any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. The Proposed Project would comply with LAMC Chapter VI, Article 4.4 and all applicable laws and regulations pertaining to stormwater runoff and water quality would ensure impacts are less than significant. Therefore, the Proposed Project would not create or contribute to runoff water, which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Potential impacts to surface water quality would be less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. Further, the Proposed Project would comply with all federal, state and local regulations governing stormwater discharge. Therefore, a less than significant impact would occur.

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

No Impact. A significant impact would occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located in an area designated as a 100-year flood hazard area. The Project Site in a zone designated as Zone X, which signifies that the Project Site is outside

[30] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed September 2017.*

the 0.2% annual chance floodplain.[31] Therefore, the Proposed Project would not place housing within a 100-year flood hazard area, and no impact would occur.

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

No Impact. A significant impact may occur if the Proposed Project was located within a 100-year flood zone, which may impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA's Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.[32] The Project Site is an infill site and is located in an urbanized area. As no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. Therefore, no impact would occur.

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

No Impact. A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Review of the City of Los Angeles General Plan Safety Element, the Project Site does not lie within an inundation or tsunami hazard area.[33] Thus, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. As stated above, seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground

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[31] *Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, Los Angeles County, California and Incorporated Areas, Map number 06037C1610F, September 26, 2008.*

[32] *Ibid.*

[33] *City of Los Angeles Department of City Planning, General Plan Safety Element, Safety Element Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

movement. Review of the City of Los Angeles General Plan Safety Element, the Proposed Project does not lie within an inundation or tsunami hazard area.[34]

The Project Site and the surrounding area are highly urbanized and relatively flat and are not considered capable of landsliding. Additionally, the Project Site is not located within an earthquake-induced landslide zone, as designated by the Hollywood Quadrangle Seismic Hazard Zones Map.[35] Thus, the occurrence of mudflows on the Project Site is considered remote. Therefore, the Project Site is not subject to slope instability, tsunamis, and seiches. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the 12 related projects would result in the further infilling of uses in a highly developed area within the Westlake Community within the City of Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing City or County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since the Westlake area is highly developed with impervious surfaces. Under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, cumulative water quality impacts would be less than significant.

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Less Than Significant Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the

[34] *Ibid.*

[35] *State of California, Department of Conservation, Hollywood Quadrangle Seismic Hazard Zones Map, released March 25, 1999, revised November 6, 2014.*

duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from the development of the Proposed Project.

The Project Site is located in an urbanized area of the Westlake Community Plan Area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The Los Angeles Municipal Code (LAMC) defines that the zoning across the Project Site as "CW," which indicates that the development specifications on the Project Site is established by the Central City West Specific Plan (Specific Plan). As shown in Figure II-3 of the Project Description section, the Project Site is located in Temple/Beaudry Neighborhood District of the North Subarea within the Central City West Specific Plan Area. The Specific Plan identifies "land use categories" that further guide development on-site. The Project Site has a land use category of C2(CW)-U/3-O and a corresponding land use designation of Community Commercial. As discussed in Section II. Project Description, are shown in Figure II-4 and Figure II-6, the Project Site is surrounded by a mix of office, commercial, and institutional uses. All surrounding land uses are also zoned as "CW." The properties to the east are identified with a land use category of PF(CW) with a land use designation of Public Facilities. The properties to the north are identified with a land use category of PF(CW) with a land use designation of Neighborhood Commercial. The property to the west, which is now occupied by the Edward Roybal Learning Center, is classified with a land use category of C2(CW)-U/3-O with a General Plan land use designation of Community Commercial on the northern portion fronting Temple Street and a land use category of R4(CW)75/3-O with a General Plan land use designation of Medium Residential on the southern portion along Angelina Street. The properties to the south fronting Beaudry Avenue, which are now occupied by the Edward Roybal Learning Center, is classified with a land use category of C2(CW)-U/3-O and a land use designation of Community Commercial, and a land use category of R4(CW)75/3-O and land use designation of Medium Residential on the western portion fronting Boylston Avenue. The property to the southeast is zoned C4(CW)-U/4.5 with a land use designation of Regional Center Commercial. No separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and a less than significant impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning designations are created to avoid or mitigate. A significant impact may also occur if a project would conflict with any applicable land use plan, policy, or the regulations of an agency that has jurisdiction over the Project Site.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. The Proposed

Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the local level, development of the Project Site is guided by the General Plan of the City of Los Angeles, the Westlake Community Plan, the Central City West Specific Plan, and the LAMC, which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's most recent Air Quality Management Plan (2016 AQMP) was updated in 2017 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. The Proposed Project conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. Furthermore, as noted in Section III, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Proposed Project. Therefore, the Proposed Project would be consistent with the 2016 AQMP.

SCAG's 2016 RTP/SCS

The Project Site is located within the six-county region that comprises the SCAG planning area. On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016 RTP/SCS). The 2016 RTP/SCS includes the long-term vision of how the SCAG region would address regional transportation and land use challenges and opportunities. The Proposed Project would be consistent with the goals and policies set forth in the 2016 RTP/SCS, as the Proposed Project would redevelop a site that is currently developed with auto repair facilities and food stand and would include the construction of a residential development with apartments and affordable housing. The Proposed Project would thereby increase the utilization of a property that is easily accessible by mass transit. Consistent with SCAG goals, the Proposed Project would increase residential opportunities within a High Quality Transit Area (HQTA). Furthermore, the Proposed Project would add up to 53 residential units to the Westlake area, generating approximately 165 residents. The Proposed Project's estimated population growth would be consistent with SCAG's future growth projections for the City of Los Angeles.

Transit Priority Area (SB 743)

On September 2013, the Senate Bill (SB) 743 was signed into law, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. SB 743 states that project's aesthetics and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a transit priority area. SB

743 is further discussed in Section I, Aesthetics, and in this Section. The Project Site is designated as a Transit Priority Area and is located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less along Temple Street and Beaudry Avenue. As such, the Proposed Project is eligible for parking reductions and other incentives offered for transit oriented district projects.

Public Resources Code 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 shall not be considered significant impacts on the environment." Accordingly, the Proposed Project's aesthetic and parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099.

Local Plans

City of Los Angeles General Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements, which include a Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 community plans.[36]

Those elements that would be most applicable to the Proposed Project are the Framework Element and the Housing Element. The Framework Element provides citywide guidelines and a foundation in which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies on. The Project would promote the Framework Land Use Chapter's objectives and policies for multi-family development. These objectives and policies include: provide for the stability and enhancement of multi-family residential neighborhoods and allowing for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved; accommodate the development of multi-family residential units in areas designated in the community plans in accordance with the zoning densities; and improve the quality of new multi-family dwelling units based on the urban form and neighborhood design standards.

The Proposed Project would conform to the General Plan Framework Housing Chapter and the Housing Element goals by enhancing housing supply in the City. The Project provides the area with greater diversity in type and cost of housing that increases housing opportunities for a larger range of income levels. The Proposed Project's 53 dwelling units would also be accessible to all persons without discrimination. The development would generate new residences that are within close proximity to bus and rail lines, the Hollywood Freeway (US 101), the Harbor Freeway (SR-110) and commercial and industrial areas that provide services and job opportunities. Additionally, the Proposed Project would enhance the surrounding

[36] *City of Los Angeles Department of City Planning, General Plan Elements, website: http://cityplanning.lacity.org/, accessed September 2017.*

community by developing an infill site with a pedestrian friendly development.

Westlake Community Plan

The Project Site is located within the Westlake Community Plan area. Therefore, all development activity on-site is subject to the land use regulations of the Westlake Community Plan (Community Plan). The Community Plan provides goals and objectives to establish an official guide to the future development of the Westlake Community. As described in the Community Plan, the purpose of the plan is to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The Community Plan is also intended to guide development in order to create a healthful and pleasant environment. The Community Plan is intended to coordinate development among the various parts of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.[37] The Proposed Project would provide a residential development that would conform to the objectives identified in the Community Plan.

The Proposed Project would provide a maximum of 53 apartment dwelling units (consisting of 13 studio units, 30 one-bedroom units, and 10 two-bedroom units) with a total of 64 automobile parking spaces and 58 bicycle spaces. Four of the Proposed Project's units would be reserved for Very Low Income Households. The Proposed Project would provide a variety of on-site amenities, which may include but is not limited to, a lobby patio, a community room, pool deck, gym, courtyard and lounging areas, balconies, and roof decks. A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Westlake Community Plan is presented in Table III-8, below.

The Westlake Community Plan also addresses planning and land use issues and opportunities in various sectors such as commerce, housing, industry, circulation, service systems, recreation and parks, fire protection, public schools, libraries, other public facilities, and social services. The Westlake Community Plan projected a population of 121,987 persons and 38,860 dwelling units by 2010 within the Community Plan area.[38] The 2010 United States Census shows that the Westlake Community Plan area had an estimated population of 110,781 persons and 40,847 dwelling units.[39] The 2010 Census data shows that the actual population in the Westlake Community Plan area in 2010 is lower than what was projected indicating a growth capacity of 11,206 persons to meet 2010 population projections. As discussed in Section XIII. Population and Housing, the Proposed Project is consistent with SCAG's population and housing growth projections.

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[37] *City of Los Angeles Department of City Planning, Westlake Community Plan, September 16, 1997.*

[38] *City of Los Angeles, Department of City Planning, Westlake Community Plan, September 16,1997.*

[39] *City of Los Angeles, Department of City Planning, 2015 Growth and Infrastructure Report, November 2016.*

Table III-8
Project Consistency Analysis with Applicable Provisions in the Westlake Community Plan

Objective/Policy	Comments
Objectives	
To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.	The Proposed Project proposes 53 dwelling units with four affordable housing units. The Proposed Project would diversify the housing options within the Westlake Community and would be available to all persons. The Proposed Project would be consistent with this objective.
To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.	The Proposed Project is within the Central City West Specific Plan area that focuses on balancing housing, circulation, and public facilities to establish a complete 24-hour community for all segments of the population. The Specific Plan proposes a phased construction approach for projects to ensure that land use, circulation, and service system availability are balanced. The specific land use, housing, transportation, and urban design requirements set forth by the Specific Plan, and which the Proposed Project would comply, are aimed at preserving a workable, efficient, and adequate short-term and long-term balance within the community. As such, the Proposed Project would be consistent with this objective.
To provide adequate recreation and park facilities which meet the needs of the residents in the community.	As discussed in Section XIV, Public Services, the Proposed Project would generate the need for 0.66 acres of parkland. This demand would be met through a combination of on-site open space and the payment of dwelling unit construction tax. The Proposed Project would provide approximately 5,774 square feet of open space on-site and would pay all applicable fees. Amenities included within the Proposed Project include a lobby patio, a community room, gym, podium courtyard and lounging areas, balconies, and roof decks with a pool. As such, the Proposed Project would comply with this objective.
To secure appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.	The Proposed Project would conservatively generate approximately 16 net students. As discussed in Section XIV, Public Services, existing schools in the Project Site area would adequately serve the Proposed Project. Although this objective is directed towards the City, the Project Site would not in and of itself require the construction of a new school facility. As such, the Proposed Project is consistent with this objective.
To ensure adequate library facilities are provided to the area's residents.	As discussed in Section XIII, Population and Housing, the Proposed Project's addition of 165 residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Proposed Project is consistent with SCAG's 2016 RTP/SCS Growth Forecast for the City of Los Angeles. It is anticipated that existing library facilities would continue to provide adequate service for the Proposed Project and its vicinity. As such, the Proposed Project complies with this objective.

To protect the community's residents from criminal activity, reduce the incidence of crime and provide other necessary services.	The Proposed Project would be designed and constructed with the recommendations from the Department of Building and Safety and the Los Angeles Police Department. The Proposed Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Proposed Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. Development of the Proposed Project would result in an increase of site visitors and residents on-site and within the vicinity of the Project Site, which might contribute to an increase in police service calls. However, as discussed in Question XIV(a)(ii), Public Services, Police Protection, the impacts related to police services would be less than significant. Thus, the Proposed Project is consistent with this objective.
To provide adequate police facilities and personnel to correspond with population and service demands.	As discussed in Section XIV, Public Services, the Proposed Project would be adequately served by existing police services in the Project Site area. The Proposed Project's additional residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Proposed Project is consistent with SCAG's 2016 RTP/SCS Growth Forecast for the City of Los Angeles. A significant impact may occur if the Proposed Project adds new residents beyond the planned capacity of the Community Plan area. Thus, contributing to the need of increased police services. Since the Proposed Project's population growth is within the Community Plan's capacity, it is anticipated that existing police facilities would continue to provide adequate service for the Proposed Project and vicinity. As such, the Proposed Project would comply with this objective.

To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.	The Proposed Project's additional residents are within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Proposed Project is consistent with SCAG's 2016 RTP/SCS Growth Forecast for the City of Los Angeles. Therefore, the Proposed Project's population growth is within the Community Plan's capacity. As further discussed in Question XIV(a)(i), Public Services it is anticipated that existing fire facilities would continue to provide adequate service for the Project Site and vicinity. Additionally, the Proposed Project is not located within a Very High Fire Hazard Severity Zone as defined by the City of Los Angeles. The Proposed Project would be designed with the recommendations from the Department of Building and Safety and the Los Angeles Fire Department. The same departments would approve the final Proposed Project prior to construction to ensure sufficient water supply and fire flow requirements. The water demand for the Proposed Project would not cause a significant impact, as discussed under Question XVIII(b) in Public Utilities. The Proposed Project would also implement required regulatory Code-compliance measures to ensure any fire and life safety impacts to a less than significant level.
To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.	Although this policy relates to City goals, the Proposed Project is located in a Transit Priority Area and in the vicinity of many bus routes, including: Metro lines 10/48, Metro 92, Metro 2/302, Metro 4, Metro 55/355, Metro 60, LADOT DASH – Lincoln Heights/Chinatown, DASH Downtown B, Commuter Express 438 and Commuter Express 448. There are additional bus stops at a slightly greater distance that provide more transit opportunities. Additionally, the Project Site is approximately 0.7 miles from the Civic Center/Grand Park Metro Station, which service to the Metro Red Line and Metro Purple Line. As such, the Proposed Project places housing in an area highly suitable for transit dependent residents. The Proposed Project promotes the goals of this policy, and is therefore consistent with this objective.
To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.	Although this policy relates to City goals, the Proposed Project would not create a significant traffic impact, as discussed in the Trip Generation Assessment, prepared by Hirsch/Green Transportation Consultants and the Department of Transportation, as discussed in Question XVI(a), Transportation and Traffic. Additionally, the Proposed Project is located with the North Subarea governed by the Central City West Specific Plan. The Specific Plan implements a phased development for the Specific Plan area to ensure that there are adequate public services and utilities and transportation infrastructure to support development in the area. As such, since the Proposed Project would comply with the Specific Plan, the Proposed Project would be consistent with this objective.

To minimize the conflict between vehicular and pedestrian traffic.	The Proposed Project would be designed and constructed with the implementation of project design features and regulatory compliance measures designed to minimize conflicts between vehicular and pedestrian traffic, such as proper signage, and parking and driveway design to reduce accidents. Further, the Proposed Project design would be reviewed and approved by the LAFD, the Department of City Planning, and the Department of Building and Safety. This process would ensure that the Proposed Project's design features would minimize conflicts between vehicular and pedestrian traffic. Therefore, the Proposed Project would be consistent with this objective.
To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.	As discussed above, the Project Site is located in a Transit Priority Area, and there are many bus routes, subways, and light rail transportation opportunities. Additionally, the Proposed Project is a residential development located in a commercial-rich area and would place residents within walking distance to many community services and retail. Therefore, the Proposed Project's location and development would encourage residents and pedestrians to walk and would reduce vehicles per miles traveled. As such, the Proposed Project is consistent with this objective.
To ensure that the Plan area's significant cultural and historical resources are protected, preserved, and/or enhanced.	As discussed in Question V(a), Cultural Resources, the Proposed Project would result in the demolition of auto repair facilities, a food stand, and surface parking. The existing structures are not listed in the National Register, State register, or local listing as historic structures or resources. Therefore, the Proposed Project would not demolish any historic resources or structures. As such, development of the Proposed Project would have less than significant impact upon archeological resources, paleontological resources, and/or Native American cultural resources. As such, the Proposed Project would comply with this objective.
Policies	
That the existing Low and Low Medium density housing be preserved where such housing is in relatively good condition or can be made so with moderate improvements.	Although this policy is directed toward City goals, the Project Site is characterized by the Community Commercial land use designation. Auto repair facilities, a food stand, and surface parking currently occupy the Project Site. The Proposed Project would not demolish or replace any existing Low and Low Medium density housing. As such, the Proposed Project is consistent with the City's goal of preserving Low and Low Medium density housing.
That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.	The Proposed Project includes a mid-rise residential development with apartments and low-income housing. Further, as described above, the Project Site is located in a Transit Priority area. The Project Site is in the vicinity of many bus routes, including: Metro 10/48, Metro 92, Metro 2/302, Metro 4, Metro 55/355, Metro 60, LADOT DASH – Lincoln Heights/Chinatown, DASH Downtown B, Commuter Express 438, and Commuter Express 448. The Proposed Project furthers this policy by providing housing on and near commercial corridors where access to public transportation and shopping services is convenient. Additionally, there is no low-density housing nearby. As such, the Proposed Project would be consistent with this policy.

Preserve and improve the existing recreation and park facilities and park space.	The Proposed Project includes the demolition of the existing commercial buildings on-site. The Proposed Project would not replace or degrade any existing recreation and park facilities. The Proposed Project would provide 5,774 square feet of open space on-site, which would decrease the Proposed Project's demand on public recreational and park facilities and improve the existing array of recreation and park facilities available to residents of the Proposed Project. The Proposed Project's amenities would include a lobby patio, a community room, gym, podium courtyard and lounging areas, balconies, and roof decks with a pool. Further, the Proposed Project would comply with the payment of Dwelling Unit Construction Tax designed to improve and maintain recreation and park facilities. As such, the Proposed Project is consistent with this policy.
Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.	As discussed in Question XIII(a) in Population and Housing, the Proposed Project's addition of 165 residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Proposed Project is consistent with SCAG's 2016 RTP/SCS Growth Forecast for the City of Los Angeles. A significant impact may occur if the Proposed Project adds new residents beyond SCAG's RTP/SCS Growth Forecast for the City of Los Angeles. Since the Proposed Project's population growth is within SCAG's RTP/SCS growth forecast and within the Community Plan's capacity, it is anticipated that existing library facilities would continue to provide adequate service for the Proposed Project and its vicinity. As such, the existing library resources would adequately serve the Proposed Project. Thus, the Proposed Project complies with this policy.
To consult with Police Department staff as part of the review of significant development projects and major land use plan changes to determine service demands.	The Proposed Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Proposed Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and building entrances in high-foot traffic areas. Compliance with regulatory compliance measures would ensure that the Proposed Project impacts related to Police services would be less than significant. As such, the Proposed Project is consistent with this policy.
To consult with the Fire Department as part of the review of significant development projects and major land use plan changes to determine service demands.	The Los Angeles Fire Department and Department of Building and Safety would review and approve the final Project site plan prior to construction to ensure that sufficient water supply and fire flow are provided for the Proposed Project. The water demand for the Proposed Project would not cause a significant impact, as discussed under Question XVIII(b) in Utilities and Service Systems. The Proposed Project would also implement required regulatory compliance measures and recommendations provided by LAFD to reduce any fire and life safety impacts to a less than significant level.

That no residential, commercial, or industrial zone changes be approved unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.	The Proposed Project does not request a zone change. Therefore, this policy does not apply. Nevertheless, the Project Site is located within the Central City West Specific Plan, which provides a phased build-out for the Specific Plan area to ensure that adequate public services and utilities and transportation infrastructure are provided for continued development in the area. The Specific Plan includes provisions and goals to reduce vehicle miles traveled, regulate single-occupancy vehicles, provide adequate transportation development within the Specific Plan area, and plan transportation improvements. As such, the Proposed Project would further comply with these provisions. As discussed in Question XVI(a) in Transportation and Traffic, the Proposed Project would not create a significant traffic impacts identified by the Traffic Consultant. Additionally, the Proposed Project would incorporate the recommendations made by the Department of Transportation and implement regulatory compliance measures. For this reason, the transportation facilities can adequately accommodate the Proposed Project traffic. The Proposed Project is consistent with this policy.
That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.	The Proposed Project would be designed and landscaped with the guidance of the Urban Design guidelines of the City of Los Angeles and the Westlake Community Plan. As such, the Proposed Project is consistent with this policy.
That public transportation, including rapid transit be accessible to transit dependent residents.	As discussed above, the Project Site is located in a Transit Priority Area, meaning that the Project Site is within 0.5 miles of major transit services. There are many bus routes, subways, and light rail transportation opportunities available for all residents. As such, the Proposed Project is consistent with this policy.
Source: City of Los Angeles, Department of City Planning, Westlake Community Plan, September 16, 1997.	

As shown in Table III-8, the Proposed Project would be consistent with the objectives set forth in the Westlake Community Plan. Therefore, the Proposed Project is consistent with the Westlake Community Plan.

Central City West Specific Plan

The Project Site is located in the Central City West Specific Plan ("Specific Plan") area (Ordinance No. 166,703), which became effective April 3, 1991. The regulations of the Specific Plan are in addition to those set forth in the Planning and Zoning provisions of Chapter 1 of the Los Angeles Municipal Code (Code), and any other relevant ordinance, and do not convey any rights not otherwise granted under such other provisions, except as specifically provided. Wherever the Specific Plan contains provisions which require greater or lesser setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, or other greater restrictions or limitations on development; or less restrictive setbacks, less restrictive uses or less restrictive parking requirements than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail

and supersede the applicable provisions of the Code.[40]

The Specific Plan is divided into five subareas and sets land use regulations and designations of each subarea. As shown in Map No. 2 of the Specific Plan, the Project Site lies within the North Subarea. The Project Site is also located within the Temple/Beaudry Neighborhood District within the Specific Plan area. The Specific Plan is divided into 10 land use categories, where the Project Site is C2(CW), and further restricted by height/floor area ratio districts. The Project Site is identified with a land use category of C2(CW)-U/3-O. The "U" designation defines the height allowed for the Project Site. The number after the "U" designation determines the allowable floor area ratio (FAR) across the parcels. The "O" designation identifies the Project Site in an oil-drilling district, particularly the Los Angeles City Oil Field. The requirements and limitations set by the Specific Plan, with respect to floor area ratio, height, and open space, are discussed in further detail below.

Land Use

The Specific Plan identifies the Project Site with a land use category of C2(CW)-U/3-O and a corresponding land use designation of Community Commercial, which would allow for the proposed apartment development as a use by right. Since the C2 zone allows for the development of R4 high-medium density residential land uses, residential land uses are permitted within lots zoned for C2. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC and the Specific Plan.

Floor Area Ratio

Pursuant to the Specific Plan, the Project Site is limited to an FAR of 3:1, an approximate 47,292 square feet of allowed floor area. The Proposed Project would include 47,291 square feet of floor area, and as such the proposed FAR would be 3:1. Thus, the Proposed Project would thus be consistent with the FAR provisions of the C2 Zone.

Height

Pursuant to the Specific Plan, development on the Project Site shall not exceed 1,268 feet above mean sea level (MSL). Since the Project Site slopes slightly to the west, the average height of the Proposed Project from the average plane to the roof is approximately 85 feet above grade. This would result in a maximum height of 359.4 feet above MSL, which would be well below the height limitation for the Project Site. Therefore, the Proposed Project would be consistent with the height specifications.

Open Space

Pursuant to LAMC Section 12.21.G, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units) and 125 square feet of open space for each residential dwelling unit with three habitable

[40] *City of Los Angeles, Central City West Specific Plan, Ordinance No. 166,703, April 3, 2001.*

rooms (two-bedroom units), which equates to approximately 5,550 square feet of required open space. The Proposed Project would provide approximately 5,774 square feet of open space in the form of a lobby patio, a community room, pool deck, gym, courtyard and lounging areas, balconies, and roof decks. Pursuant to the Specific Plan, the Proposed Project is required to provide 53 trees. The Proposed Project requests that 50 percent of the required trees be provided off-site. Thus, the Proposed Project would provide at least 27 trees on-site and in the public right-of-way as required by the Urban Design Guidelines in the Specific Plan. The tree species of the proposed street trees would be at the discretion of the City of Los Angeles Urban Forestry Division of the Bureau of Street Maintenance, Department of Public Works. Upon approval, the Proposed Project would meet the open space requirements of the Specific Plan.

Urban Design Guidelines

The Proposed Project's consistency with the Urban Design Guidelines of the Central City West Specific Plan is discussed in Table III-9 below.

Table III-9
Project Consistency Analysis with Applicable Provisions
of the Central City West Specific Plan's Urban Design Guidelines

Guideline	Comments
Residential Projects and Residential Portion of Mixed Use Projects	
1. All multiple-family residential Projects shall meet on-site per dwelling unit open space as follows: a. A minimum of 100 square feet per unit of the required useable Open Space, as provided in Section 12.21 G of the LAMC, shall be provided as Common Open Space. b. Up to a maximum of 50 square feet per unit of the required open space for units providing more than 150 square feet of open space per unit may be provided as Private Open Space, provided at least 50% of the units on all levels above the first level have Private Open Space. Private Open Space shall have a minimum dimension of five feet. i. Private Open Space located at the Ground Level shall be secure, screened from public view, and provided with a landscape buffer. ii. Private Open Space located above the Ground Level shall be designed to provide maximum security. c. Up to a maximum of 50% of the area contained within the front yard and/or rear yard setback may be used to meet the Open Space per unit requirement; however, driveways, parking facilities of any kind and landscaped parkway areas may not be used. d. Up to a maximum of 50% of landscaped side yard setbacks may be used to meet the Open Space per unit requirement on lots with 50 feet or less of street frontage. e. Interior courtyards shall have a minimum width of ten feet, a minimum average width of 20 feet, and a	The Proposed Project would include common residential open space, and private residential open space. Open space areas would be landscaped and designed to meet the City's requirements for landscaping and open space. Private open space would contain private balconies. The Proposed Project would be required to provide 5,550 square feet of open space. The Proposed Project would provide 5,774 square feet of open space. At least 25% of the interior courtyard on the 4th floor would be landscaped, as shown in Figure II-21 of the Project Description. Therefore, the Proposed Project would comply with this guideline.

minimum area of 400 square feet. A minimum of 25% of interior courtyards shall be landscaped.	
2. There shall be one tree provided on-site for every dwelling unit, each of which shall be a minimum of 12 feet in height and three inches in caliper at the time of planting. In the event that this requirement cannot be met, as an alternative compliance, the Applicant may, upon approval by the Director of Planning, place up to 50% of the required trees off-site, first, at locations within the Specific Plan Area, or second, at locations within the Westlake Community Plan Area.	The Proposed Project would provide be required to provide 53 trees. The Applicant requests that 50 percent of the required trees be planted off-site as permitted by the Specific Plan. Upon approval of planting 50 percent of required trees off-site, the Proposed Project would comply with this guideline.
3. All open areas not used for building driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained.	The Proposed Project includes landscaping and open space areas on the ground floor, fourth level, and eighth floor. Areas on the ground floor not used as building driveways and parking would be attractively landscaped and maintained. As such, the Proposed Project would not conflict with this guideline.
4. All landscaped areas shall be maintained with an automatic irrigation system.	The Proposed Project would provide an irrigation system in compliance with the Los Angeles Green Building Code and the Water Management Ordinance (No. 170,978), which require numerous water conservation measures and an automatic irrigation system. As such, the Proposed Project would be consistent with this guideline.
Street Tree and Open Space Setback Plantings	
1. The following tree species shall be planted by the Applicant or at the Applicant's expense, as approved by the Street Tree Division of the Bureau of Street Maintenance, Department of Public Works, in the following street parkways, center medians as the required Open Space Setback areas adjacent to those street parkways, where applicable. Trees shall be a minimum of 12 feet in height and three inches in caliper at the time of planting, and shall be spaced 30 feet on center, unless otherwise specified. a. Glendale Boulevard, Beaudry Avenue i. Parkway – alternating Washington Robusta fan palms and Magnolia trees. ii. Center Median (Beaudry Avenue) – Magnolia trees. iii. Open Space setback – Magnolia tree opposite each parkway Magnolia tree. b. Third Street, Sixth Street, Seventh Street, Temple Street i. Parkway – Sycamore trees	The Proposed Project proposes a total of 11 street trees, which include five Sycamore street trees along Temple Street, two street trees along Beaudry Avenue (one magnolia tree and one sycamore tree), and four Magnolia trees along Angelina Street. The tree species of the proposed street trees would be at the discretion of the City of Los Angeles Urban Forestry Division. The Proposed Project would provide street trees with the guidance of the Urban Forestry Division of the Bureau of Street Maintenance, Department of Public Works. As such, the Proposed Project would not conflict with this guideline.
Source: City of Los Angeles Department of City Planning, Central City West Specific Plan, Appendix D: Urban Design Guidelines, September 2000.	

As discussed in the preceding paragraphs, the Proposed Project would adhere to the land use regulations and design criteria required by the Central City West Specific Plan, and a less than significant impact would occur.

Los Angeles Municipal Code (LAMC)

The Project Site is located within the City of Los Angeles, which is also subject to the applicable sections of the City of Los Angeles Municipal Code (LAMC). The Project Site is currently zoned "CW." As discussed above, the Central City West Specific Plan supersedes some development requirements of the LAMC. The following paragraphs discuss the requirements for the Project Site that are not limited by the Specific Plan, but limited by the LAMC.

Density

Under its zoning designation, the minimum lot area per dwelling unit is 400 square feet, which equals a base density of 39 dwelling units for the Proposed Project. The Applicant would set aside 10 percent of its base density for very low-income housing units (four units), which entitles the Applicant to a 32.5 percent density bonus, for a total of 53 dwelling units. Therefore, with approval of a density bonus, the Proposed Project would be consistent with the allowed density on the Project Site.

Setbacks

For the C2(CW) Commercial category, the use and area regulations of Section 12.14 of the LAMC shall apply. LAMC Section 12.14 provides that residential uses shall conform to the R4 area requirements for side yards. Since the orientation of the Project Site is bounded by three streets, rear side yards are not applicable to the Project Site. No front yards are required for the Proposed Project. The side yards shall have a minimum five feet with one additional foot added for every floor above the second level. The Proposed Project is required to provide an 11-foot side setback. The Proposed Project would include an on-menu incentive request to permit a 20 percent reduction in side yard required to an 8'-10" side yards in lieu of the required 11 feet. Upon approval of this request, the Proposed Project would be consistent with the required setbacks pursuant to the LAMC.

The Applicant is requesting a Zoning Administrator's Interpretation pursuant to LAMC Section 12.21-A.2 to determine that the Temple Street frontage shall function as the front yard, that Beaudry Avenue function as a side yard, the northern property line function as a side yard, and Angelina Street function as a secondary front yard, as the Project Site would be considered a through lot by virtue of this Zoning Administrator's Interpretation.

The Project Site is an irregularly shaped site with a significant slope and is unique in that it fronts on three streets: Temple Street (145 feet of frontage), Beaudry Avenue (45 feet of frontage), and Angelina Street (155 feet of frontage). No environmental impacts would result from the requested Zoning Administrator Interpretation. Like the Project Site, commercially-designated lots along Temple Street in this neighborhood are oriented towards Temple Street. The properties are all part of the Temple/Beaudry Neighborhood District of the Central City West Specific Plan, are a mix of C1(CW), C2(CW), RC4(CW) and PF(CW) zoning, and predominantly improved with commercial and multi-family residential uses. The CCWSP calls for encouraging residential and commercial development along Temple Street to create a vibrant community consistent with urban planning and design principles such as pedestrian orientation, place-making, and complete communities. Within the Temple/Beaudry Neighborhood District of the

Central City West Specific Plan, Temple Street is also designated for pedestrian orientation. Temple Street in this area is also designated as an Avenue II by the Mobility Element of the General Plan. The nearest public transportation stop is located on Temple Avenue. Accordingly, it is the logical frontage of the Project Site. By contrast, Beaudry Avenue south of Temple Street in the Project vicinity, is improved with landscaped hillsides and building garages servicing the Edward Roybal Learning Center. Beaudry Avenue south of Temple Street is not designated as a pedestrian corridor by the CCWSP. The west side of Beaudry Avenue is improved with a landscaped hillside behind which are basketball courts and a parking area for the Edward Roybal Learning Center. There are no public transportation stops located along Beaudry Avenue in the Project vicinity. Angelina Street terminates parallel to the Project Site's westerly property line, behind which is located the baseball field for the Edward Roybal Learning Center. Angelina Street serves only as access to the Project Site and parking for the Edward Roybal Learning Center.

Parking

Because it is an infill project in a Transit Priority Area, the Proposed Project's potential parking impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Parking is required in accordance with AB 744, which requires one-half parking space per bedroom for mixed income projects within ½ mile of a major transit stop to which the project has unobstructed access, which would require that the Project provide 31 spaces. The Project is located approximately a ¼-mile from the intersection of Temple Street and Figueroa Street, which is served by Metro's 55/355 and 10/48 bus lines, which each provide service headways of less than 15 minutes. However, to better serve the needs of the Project's residents, the Project is providing a total of 64 on-site parking spaces. Additionally, the Proposed Project would be required to provide 53 long-term bicycle parking spaces and 5 short-term bicycle parking spaces, for a total of 58 bicycle parking spaces. The Proposed Project would provide 58 bicycle parking spaces throughout the parking levels in the proposed building. Therefore, the Proposed Project would be consistent with the required parking spaces pursuant to AB 744 and the LAMC.

The Proposed Project would not conflict with the requirements and allowable land uses in the LAMC. The Proposed Project would be consistent with the criteria for residential uses in commercial areas. The Proposed Project would revitalize a site with the development of an eight-story residential building. The Proposed Project's land uses are consistent with the surrounding neighborhood that is highly characterized by commercial office and institutional land uses. Additionally, the Proposed Project is consistent with the Project Site's zoning, C2(CW), and land use designation Community Commercial. Further, the Proposed Project would provide 5,774 square feet of open space for the residents, which is consistent with the requirements for open space. Thus, the Proposed Project would include amenities, which are appropriate to the size and type of housing proposed. The Proposed Project meets the design and location criteria required by the LAMC. Therefore, the Proposed Project would be consistent with on-site zoning and land use designation pursuant to the LAMC and a less than significant impact would occur.

Residential Citywide Design Guidelines

The City of Los Angeles' City Planning Commission adopted the Citywide Design Guidelines on June 9, 2011. The Citywide Design Guidelines are divided into three documents for three types of projects: Residential Citywide Design Guidelines, Multi-Family Residential & Commercial Mixed-Use Projects;

Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects; and Industrial Citywide Design Guidelines, Heavy Industrial, Limited and Light Industrial, Hybrid Industrial & Highway Oriented Commercial. The Proposed Project is expected to comply with the applicable design guidelines of the Residential Citywide Design Guidelines, Multi-Family Residential & Commercial Mixed-Use Projects (Residential Citywide Design Guidelines). As part of the application for development, a requisite Checklist for Project Submittal would be submitted to the Department of City Planning demonstrating that the Proposed Project would be in compliance with the Citywide Design Guidelines for a residential project and substantially consistent with the applicable design requirements for site planning, building orientation, entrances, relationship to adjacent buildings, building façade, building materials, sidewalks, on-street parking, off-street parking and driveways, on-site landscaping, open space and recreational activities, building signage, lighting and security, and utilities.

The Proposed Project promotes a pedestrian-friendly environment and incorporates landscaping along pedestrian right-of-ways along Temple Street, Beaudry Avenue, and Angelina Street. The Proposed Project would also include a lobby patio area, which would support and promote pedestrian activity in the Project Site area. The Proposed Project incorporates a variety of architectural materials that complement each other; these architectural materials include: metal panel systems, perforated panels, glazing systems, green walls, and ventilation screens. The Proposed Project's design would complement the surrounding properties. Vehicle parking spaces and bicycle parking spaces would be provided interior to the Proposed Project within a three-level parking podium. These design features would be executed in accordance with the Residential Citywide Design Guidelines. Therefore, the Proposed Project complies with the Residential Citywide Design Guidelines.

Los Angeles State Enterprise Zone

The Proposed Project is also located in the Los Angeles State Enterprise Zone or the ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ). EZs are specific geographic areas under the Enterprise Zone Act Program or Employment and Economic Incentive Act Program with the goal to "provide economic incentives to stimulate local investment and employment though tax and regulation relief and improvement of public services."[41] Parking Standards, described in Section 12.21A4(x)(3) of the LAMC, states projects within EZs may utilize a lower parking ratio (two parking spaces for every one thousand square feet of combined gross floor area) for certain land uses, including retail and other related uses, in order to increase the buildable area of a parcel in older areas of the City where parcels are small. However, the Proposed Project does not propose any commercial or retail space. Therefore, the parking guidelines of the Los Angeles State Enterprise Zone are not applicable to the Project Site, and no further analysis is necessary.

[41] *City of Los Angeles, Community Development Department, ZI No. 2374 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf, accessed September 2017.*

Freeway Adjacent Advisory Notice for Sensitive Uses

The Proposed Project is subject to the City's *Project Freeway Adjacent Advisory Notice for Sensitive Uses (ZI No. 2427*), which is an advisory notice and serves as an early notification to applicants of discretionary projects who may not otherwise be aware of the potential impacts on future buildings occupants of siting a building near a freeway. The Hollywood Freeway (US-101) is located approximately 0.1 miles to the north of the Project Site. The Harbor Freeway (SR-110) is located approximately 0.13 miles to the southeast of the Project Site. The future residents may be exposed to poor air quality emissions from vehicles traveling on these roadways. While recent court rulings have found that CEQA does not require an analysis of the impacts of the environment on a project, the AQMD and the City Planning Commission recommends that, that applicants of projects requiring an Environmental Impact Report, located in proximity of a freeway, and contemplating residential units, schools, and other sensitive uses, perform a Health Risk Assessment as a supplemental technical report.[42] The project does not require an environmental impact report. In April 2016, Section 99.04.504.6 was added to the LAMC, which requires mechanically ventilated buildings within 1,000 feet of the freeway to provide regularly occupied areas of the building with air filtration media for outside and return are that provides a Minimum Efficiency Reporting Value of 13. The Proposed Project's residential dwelling units are subject to the MERV 13 standards set for in Section 99.04.504.6 of the LAMC. As such, with adherence to the LAMC, impacts associated with the future occupant's exposure to ambient air quality would be less than significant.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. With approval of discretionary requests and adherence to appropriate regulatory compliance measures, any impacts would be less than significant.

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

No Impact. A project-related significant adverse impact could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Checklist Question IV(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in a highly urbanized area, and the Project Site is currently developed with auto repair facilities, a food stand, and surface parking. Therefore, the Proposed Project would not have the potential to conflict with a habitat conservation plan or natural community conservation plan, and no impact would occur.

Cumulative Impacts

No Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration would implement and support local and

[42] *Zoning Information (Z.I.) No. 2427 Effective November 8, 2012.*

regional planning goals and policies. Therefore, the Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans. The Proposed Project's land use would not create any significant impacts, and no impact would occur.

XI. MINERAL RESOURCES

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

No Impact. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is located within the Los Angeles City Oil Field.[43] The Project Site is currently developed with a food stand, auto repair facilities and its associated surface parking lot. Thus, the Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources.[44] Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur.

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has historically been used for the extraction of mineral resources.[45] Therefore, no impact to locally important mineral resources would occur.

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[43] *City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, 1996.*

[44] *Partner Engineering and Science Inc., Phase I Environmental Site Assessment Report, 1100 West Temple Street, Los Angeles, California 90012, January 3, 2017 (Appendix E.1 to this IS/MND).*

[45] *Ibid.*

XII. NOISE

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep.

Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[46]

Ambient Noise Levels

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure III-18, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations fronting the adjacent residential uses as the most likely sensitive receptors to experience noise level increases during construction. The detailed noise monitoring data are presented in Appendix F, Noise Monitoring Data and Calculation Worksheets, and are summarized below in Table III-10, Existing Ambient Daytime Noise Levels in Project Site Vicinity.

As shown in Table III-10, the ambient noise in the vicinity of the Project Site ranges from 66.7 to 76.4 L_{eq}. The primary noise sources at Location 1 and 2 were vehicle traffic and pedestrian activity along Temple Street and Beaudry Avenue. The primary noise source at Location 3 was light vehicle traffic along Boylston Street and the US-101 Freeway. The maximum noise level during the three 15-minute recordings was 97.1

[46] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

Table III-10
Existing Ambient Daytime Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
1	On the southwest corner of Temple Street and Beaudry Avenue	Heavy vehicle traffic, delivery trucks, construction	76.4	64.8	97.1
2	On the north side of Beaudry Avenue, adjacent to Downtown Magnets High School	Vehicle traffic, delivery trucks, buses, pedestrians	69.7	60.3	80.9
3	On the east side of Boylston Street	Light vehicle traffic, US-101 Freeway	66.7	61.7	78.0

[a] Noise measurements were taken on Tuesday, October 3, 2017 at each location for a duration of 15 minutes. See Appendix F of this IS/MND for noise monitoring data sheets.

dB L_{max}, which resulted from a car accelerating while passing by the noise meter at Location 1. Pedestrian traffic also contributed to the ambient noise levels, though to a lesser extent than the vehicle noise. The Project Site is currently occupied by auto repair facilities, a food stand, and surface parking. Thus, the ambient noise levels from the Project Site were generally associated with typical auto repair activities.

Sensitive Receptors

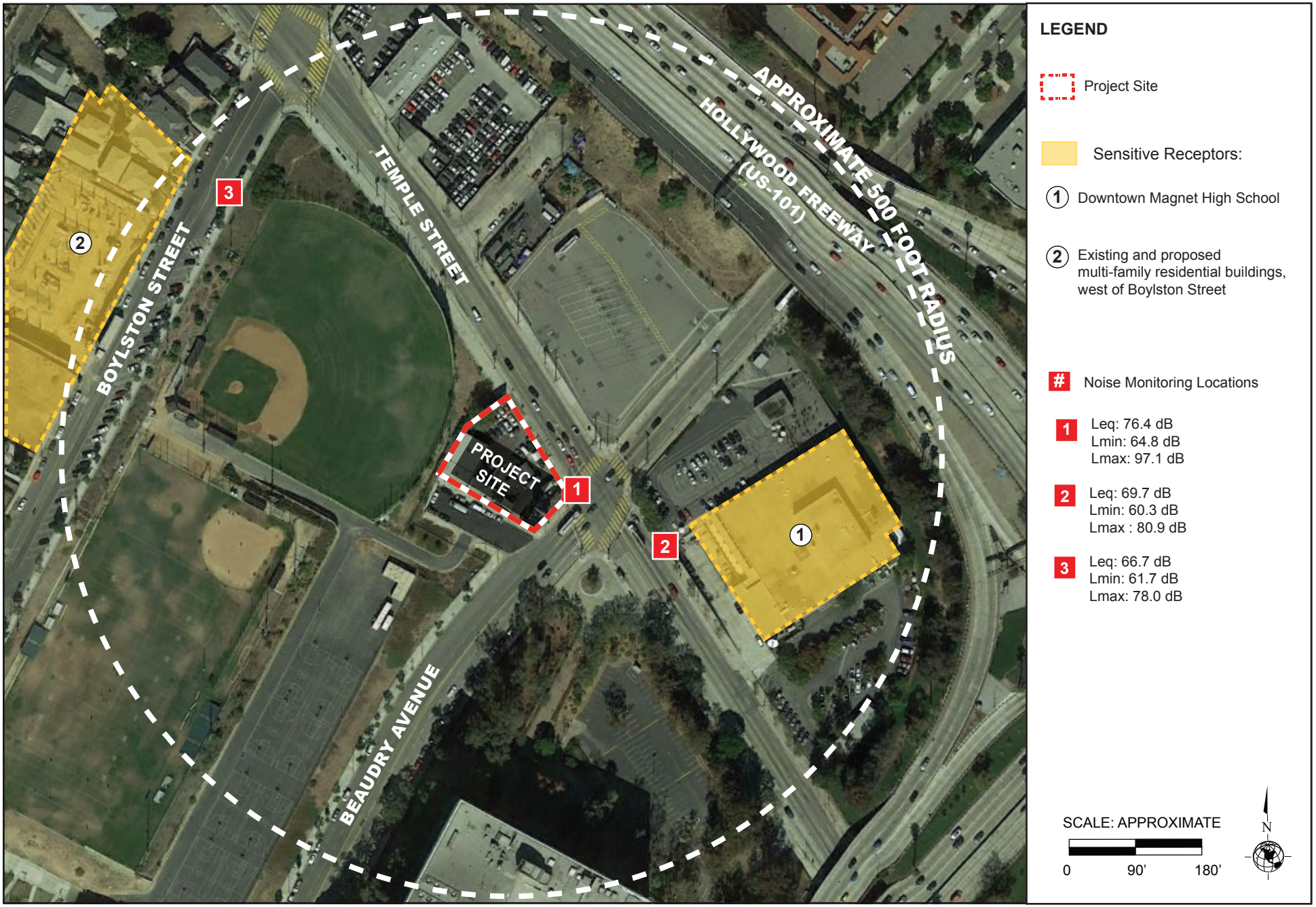
Several noise sensitive land uses are located adjacent to and in the vicinity of the Proposed Project. For purposes of assessing noise and groundborne vibration impacts on sensitive populations, the following sensitive receptors in close proximity (within 500 feet) to the Project Site were identified:

1) Downtown Magnets High School (1081 W. Temple Street), located immediately east of the Project Site across the intersection of Temple Street and Beaudry Avenue and adjacent to the interchange of the 110 and 101 Freeways; and
2) Multi-family residential land uses west of Boylston Street, located approximately 485 feet west of the Project Site.

The locations of these land uses relative to the Project Site are depicted in Figure III-18, Noise Monitoring and Sensitive Receptor Location Map. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-6, Photographs of the Surrounding Land Uses.

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

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Development of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.



Source: Google Earth, Aerial View, 2016

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Figure III-18
Noise Monitoring and Sensitive Receptor Location Map

Construction Noise

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Proposed Project would require the use of heavy equipment for site clearing, grading, the installation of utilities, and building construction. During each construction phase, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table III-11, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table III-11 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.[47] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table III-11, below during the approximate 18-month construction period.

[47] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

Table III-11
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

As set forth in the *L.A. CEQA Thresholds Guide*, a significant construction noise impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with the proposed development at the Project Site would last for more than ten days in a three-month period, is possible that the Proposed Project could cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors increase by 5 dBA or more. As shown in Table III-12, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, the Proposed Project's construction noise levels at Sensitive Receptor No. 2 would be under existing ambient noise levels, and thus would not be significantly impacted by the Proposed Project. The ambient exterior noise levels would increase by more than the 5-dBA threshold at Receptor No. 1 due to the relatively close distance to the Project Site. Sensitive Receptor No. 1 currently consists of the Downtown Magnets High School. Therefore, based on criteria established in the *L.A. CEQA Threshold Guide*, a substantial temporary or periodic increase in exterior ambient noise levels would occur for one of the identified sensitive receptors.

Table III-12
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Sensitive Receptor [a]	Distance to Project Site (feet)	Existing Ambient Noise Levels (dBA L_{eq})	Construction Noise Levels Without Mitigation (dBA L_{eq})	Construction Noise Levels With Mitigation (dBA L_{eq})	Noise Level Increase with Mitigation (dBA L_{eq})
1. Downtown Magnets High School	150	69.7	76.5	71.5	1.8
2. Residential buildings west of Boylston Street	485	66.7	66.3	61.3	--

Notes:
[a] *See Figure III-18, Noise Monitoring and Sensitive Receptor Location Map.*
Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.

As such, it is recommended that a temporary noise barrier be installed along the property lines to block the line-of-sight between the noise sources and Sensitive Receptor No. 1. The construction of a temporary ¾ inch plywood noise barrier would be capable of attenuating the noise level by approximately 5 dBA. As mentioned above, construction noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. In addition, the building materials used in each of the sensitive receptors would further attenuate construction noise. For example, glass windows are capable of reducing noise by about 25 dBA. As shown in Table III-12, several noise reducing mitigation measures would be incorporated to reduce the Proposed Project's noise impacts during construction to less than significant.

As noted in Mitigation Measure N-1 through N-4, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. The Proposed Project's construction noise levels would occur on a temporary and intermittent basis during the construction period of the Proposed Project. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. Demolition and construction are prohibited on Sundays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure N-1 would further restrict the permissible hours of construction to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

Further, the Applicant would be required to post informational signage providing contact information to report complaints regarding excessive noise (refer to Mitigation Measure N-5, below). Additionally, the Applicant would be required to provide courtesy notifications to adjacent business owners and residences a minimum of two weeks prior to commencement of construction(refer to Mitigation Measure N-6 below). The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. With implementation of Mitigation Measures N-5 and N-6 and regulatory compliance measures, affected residents and business owners would be provided advanced notice of potential noise impacts and opportunities to comment on construction noise.

In accordance with LAMC Section 112.05, construction noise levels are exempt from the 75-dBA noise threshold if all technically feasible noise attenuation measures are implemented. Implementation of Mitigation Measures N-1 through N-4 would reduce the noise levels associated with construction of the Proposed Project to nearby multi-family residents to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measures N-1 through N-6 would additionally ensure impacts associated with construction-related noise levels are mitigated to

less than significant levels.

Mitigation Measures:

Increased Noise Levels (Demolition, Grading, and Construction Activities)

N-1 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

N-2 Demolition and construction activities shall be scheduled to the extent reasonably feasible so as to avoid operating several pieces of high noise generating equipment simultaneously.

N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices.

N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.

N-5 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

N-6 The Applicant shall provide a courtesy notice of the project's construction related activities to adjacent business owners and residences a minimum of two weeks prior to commencement of construction.

Operational Noise

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing building on the Project Site and the residential buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Therefore, noise impacts from HVAC equipment would be less than significant.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Demolition, excavation and earthwork activities during the construction of the Proposed Project have the potential to generate low levels of groundborne vibration. Heavy construction equipment has the potential to generate vibrations that propagate though the ground. This groundborne vibration diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., human annoyance).

Table III-13, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table III-13, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table III-13
Vibration Source Levels for Construction Equipment

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

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

Structural Damage Impacts

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not short-term construction activity. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the California Department of Transportation (Caltrans) vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on Caltrans's vibration assessment criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the thresholds identified in Table III-14 below, were to occur.

Table III-14
Vibration Damage Potential Threshold Criteria

Threshold Criteria	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Structure and Condition		
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013.

The nearest habitable off-site buildings that would be potentially susceptible to groundborne vibration impacts are located over 160 feet from the Project Site boundary. Based on the Project Geotechnical Report

(See Appendix C to this MND), earthwork at the site will consist of demolition of the existing structures followed by excavation for the half subterranean level followed by construction of slab-on-grade type foundations for the proposed subterranean structure, installation of utilities, subsequently followed by paving/pouring of driveways. Construction earthwork is anticipated to excavate approximately 5 to 8 feet of soil below grade. As such, caissons or pile driving is not anticipated. Based on the vibration source levels for heavy equipment such as a bulldozer (i.e., 0.089 PPV (in./sec.), the anticipated vibration level at a distance of 160 feet would be 0.005 PPV (in./sec.). As such, structural vibration impacts to habitable structures would be less than significant.

Vibration Annoyance Impacts

For purposes of addressing vibration impacts relative to human annoyance, the following analysis relies on the FTA's vibration impact thresholds, which are 80 VdB and above at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB and above at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

In terms of human annoyance resulting from vibration generated during construction, the nearest sensitive receptors, Downtown Magnets High School and the residential land uses along Boylston Street could experience increased vibration levels on a temporary and intermittent basis during the construction period. Table III-15, below, estimates the vibration level during construction for the surrounding sensitive receptors. As shown, due to the distances from these sensitive receptors and the Project Site, the construction vibration levels would not exceed the 80 VdB for residences or the 83 VdB threshold for institutional buildings. Thus, impacts associated with groundborne vibration annoyance would be less than significant.

Table III-15
Estimated Exterior Vibration Levels at Nearest Sensitive Receptors

Sensitive Receptor [a]	Distance to Project Site (feet)	Vibration Threshold (VdB)	Maximum Vibration Level During Construction (VdB)	Significant Impact?
1. Downtown Magnets High School	150	83	63.7	No
2. Residential buildings west of Boylston Street	485	80	48.4	No

Notes:
[a] *See Figure III-18, Noise Monitoring and Sensitive Receptor Location Map.*
Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak vibration levels at the nearby sensitive receptors during project construction represents the highest composite vibration level that would be generated periodically during a worst-case construction activity and does not represent continuous vibration levels occurring throughout the construction day or period.

Operation

The Proposed Project would include a residential development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and

industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur a few times a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table III-16, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Operational Noise

Traffic Noise

The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn has the potential to increase roadway noise. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant. According to the Project's Trip Generation Assessment, the proposed development would result in approximately 233 net daily vehicle trips, including 18 AM peak hour trips and 20 PM peak hour trips. Based on historic traffic count data on file with LADOT, the intersection of Temple Street and Beaudry Avenue experiences approximately 18,997 total vehicle trips per day. (See Appendix F of this IS/MND) The generation of 233 additional vehicle trips would represent approximately 1 percent of the total trip volume at this intersection, which would not double the amount of surrounding roadway traffic. Thus, the Project's mobile noise impacts would not exceed the 3 dBA CNEL threshold, set forth in the *L.A. CEQA Thresholds Guide*, and the Proposed Project's mobile source noise impact would be less than significant.

Table III-16
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[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.

[b] 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 systems or air conditioning will normally suffice.

[c] 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.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed for the proposed residences at the Project Site. As discussed in Question XI(a) above, the design of this equipment would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

In addition, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the

operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts from the Proposed Project's parking areas would be less than significant.

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

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. As discussed above, impacts are expected to be mitigated to less than significant levels for construction noise and vibration, and operational noise and vibration. Implementation of Mitigation Measures N-1 through N-6 would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity during construction, and these impacts would be mitigated to a less than significant level.

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

No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not located within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.

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

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 12 related projects identified in Section II, Project Description, would result in an increase in construction-related and

traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. Thus, the cumulative impact associated with construction noise would be less than significant.

With respect to cumulative operational noise impacts, each of the related projects would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Nevertheless, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis.

XIII. POPULATION AND HOUSING

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

Less Than Significant Impact. A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

Southern California Association of Governments (SCAG)

Southern California Association of Governments is a Metropolitan Planning Organization that is comprised of six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

2008 Regional Comprehensive Plan

In October 2008, SCAG approved and adopted the "2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future" (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality of life needs. The 2008 RCP is intended to serve as an

advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.
- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

SCAG's Compass Growth Vision Strategy

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

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

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On April 7, 2016, SCAG's Regional Council adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016-2040 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in the 2016 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons, 1,325,500 residences, and 1,696,400 jobs in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to approximately 4,609,400 persons (20% increase since the year 2012), 1,690,300 residences (28% increase since the year 2012) and 2,169,100 jobs (28% increase since the year 2012). SCAG's population, housing, and employment projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are further summarized in Table III-17, below.

Table III-17
SCAG Population, Housing, and Employment Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	3,845,500	4,609,400	20%
Los Angeles County [b]	9,923,000	11,514,000	16%
SCAG Region [b]	18,322,000	22,138,000	21%
Households			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,325,500	1,690,300	28%
Los Angeles County [b]	3,257,000	3,946,000	21%
SCAG Region [b]	5,885,000	7,412,000	26%
Employment			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,696,400	2,169,100	28%
Los Angeles County [b]	4,246,000	5,226,000	23%
SCAG Region [b]	7,440,000	9,872,000	33%

Sources:
[a] *SCAG, 2016 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.*
[b] *SCAG, 2016 RTP/SCS Growth Forecast, adopted April 2016.*

On a policy level, the Proposed Project would be consistent with the goals and strategies of the RCP and the Compass Growth Vision Strategy discussed above, as the Proposed Project would revitalize an underutilized property in an existing commercial and multi-family residential area. The Proposed Project

is an infill development project within the Westlake Community Plan Area of the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.6 million persons by 2040. As shown in Table III-17, SCAG Population and Housing Projections for the City of Los Angeles and the SCAG Region the forecast from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) and 3,816,000 additional persons (an approximate 21% growth rate), respectively. The number of households within the City is Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. By 2040, the City of Los Angeles is expected to experience a 20% population growth, 28% household unit growth. SCAG has forecasted that the total employment growth for the City of Los Angeles would increase by approximately 472,700 jobs between 2012 and 2040, and a 28% employment growth as compared to the 2012 values.[48] SCAG anticipates that employment opportunities in the SCAG region would increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

Westlake Community Plan

The Westlake community has the highest population density, the lowest percentages of owner-occupied units, and of the largest percentage of multiple-family residential units in the City. The Westlake Community Plan area recognizes that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout and is also an estimate based on specific assumptions about future density of development. The Westlake Community Plan projects a 2010 population for the CPA of approximately 121,987 persons and identifies a population capacity of 134,016 persons. The Westlake Community Plan also projects 38,860 households by 2010 and a capacity of 39,819 households.

2015 Growth and Infrastructure Report

The General Plan's Framework Element provides citywide guidelines and a foundation in which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies on. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units.

The 2015 Growth and Infrastructure Report is a program of the Framework Element to provide detailed information on the City's demographics, development activity, infrastructure and public facilities and provides a basis for evaluating the City's progress towards meeting goals and policies of the General Plan. The Report discusses population, housing, and employment growth since the 2010 Census. The 2015 Growth and Infrastructure Report states that the Westlake Community Plan Area had an actual population of 110,781 persons and 40,847 housing units in 2010 based on the 2010 U.S. Census. The 2015 Growth

[48] *SCAG, adopted 2016 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.*

and Infrastructure Report estimates that the Westlake Community Plan area has approximately 117,610 persons and 41,867 housing units in 2015.[49]

Table III-18 below compares the population, housing, and employment values for the Westlake Community Plan area.

Table III-18
Population and Housing Data for the Westlake Community Plan Area

	Westlake Community Plan Capacity [a]	Framework Element (Projected for 2010) [a]	2010 U.S. Census (Actual for 2010) [b]	2015 Growth and Infrastructure Report (Estimates for 2015) [b]
Population (persons)	134,016	121,987	110,781	117,610
Housing (dwelling units)	39,819	38,860	40,847	41,867

Sources:
[a] *City of Los Angeles, Department of City Planning, Westlake Community Plan, September 16,1997.*
[b] *City of Los Angeles, Department of City Planning, 2015 Growth and Infrastructure Report, November 2016.*

The Proposed Project

The Project Site currently contains auto repair facilities, a food stand, and surface parking. The Proposed Project would include the demolition of the existing structures for the construction and development of an eight-story residential building with 53 dwelling units along Temple Street and Beaudry Avenue.

Population

Based on the Westlake Community's current household demographics (e.g., an average of 3.11 persons per multi-family household), the construction of up to 53 multi-family dwelling units would result in an increase of approximately 165 net permanent residents in the City of Los Angeles.[50]

The Proposed Project's increase in population would be consistent with the SCAG forecast of approximately 763,900 persons in the City of Los Angeles between 2012 and 2040. According to the Framework Element, the population within the Westlake Community Plan area was projected to increase to 121,987 persons by 2010.[51]

[49] *City of Los Angeles, Department of City Planning, 2015 Growth and Infrastructure Report, November 2016.*

[50] *Los Angeles Department of City Planning Demographic Research Unit, City of Los Angeles: 2009 Population Estimate Population by Housing Type, Westlake Community Plan Area, website: http://cityplanning.lacity.org/DRU/Locl/LocFrame.cfm?geo=CP&loc=Wlk&sgo=ct&rpt=PnH&yrx=Y09, accessed September 2017.*

[51] *City of Los Angeles, Westlake Community Plan, September 16, 1997, pg. II-4.*

The 2010 United States Census documented an actual population of 110,781 persons in 2010.[52] The 2010 Census data shows that the actual population in the Westlake Community Plan area was lower than projected by the Framework Element and the capacity shown in the Westlake Community Plan. Further, the 2015 Growth and Infrastructure Report estimates that 117,610 persons within the Westlake Community Plan area in 2015, which is also under the Framework Element's projected population for 2010. Therefore, there is a remaining capacity for population growth of approximately 4,377 persons to reach the 2010 anticipated growth projection discussed in the Framework Element for the Westlake Community and approximately 16,406 persons to reach the population capacity discussed in the Westlake Community Plan. The addition of approximately 165 permanent residents generated by the Proposed Project would be within population growth projections for the Westlake Community Plan. The population growth projections are also within SCAG's regional growth projections. A less than significant impact would occur with regards to population growth.

Housing

The Housing Element (2013) of the General Plan states that the City anticipates that a minimum of 308,052 units can be built on the 21,336 parcels identified in the Inventory of Sites in the Housing Element, in addition to what currently exist on these lots.[53] Therefore, the City has the capacity to accommodate more housing units for anticipated population growth. The Proposed Project is consistent with the City's goals of increasing residential development near retail and services and within a transit-rich area. The Proposed Project would increase the variety of housing stock available for the local population, decrease vehicles per miles, and place residents close to mass transit and employment opportunities. The Proposed Project would not remove any existing dwelling units or any displace any residents. Additionally, as discussed above, the Project's addition of up to 53 dwelling units is consistent with SCAG's growth projections and the Framework Element's projections for the Westlake Community Plan area.

According to the Framework Element, the housing units within the Westlake Community Plan area were projected to increase to 38,860 housing units by 2010.[54] The 2010 United States Census documented an actual housing stock of 40,847 housing units in 2010.[55] The 2010 Census data shows that the actual amount of dwelling units in the Westlake Community Plan area was higher than projected. Further, the 2015 Growth and Infrastructure Report estimates that 41,867 housing units exist within the Westlake Community Plan area in 2015, which is also over the Westlake Community Plan's projected population for 2010. However, as discussed above, the Community Plan area has room for population growth based on population capacity for the year 2010. The Proposed Project would be consistent with the Community Plan's goal of providing more market-rate and affordable housing units and preserving existing housing capacity in the City. In

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[52] *City of Los Angeles Department of City Planning, 2015 Growth and Infrastructure Report, November 2016.*

[53] *Department of City Planning, Housing Element 2013-2021, Chapter 3: Inventory of Sites for Housing, pg 3-6, adopted December 3, 2013.*

[54] *City of Los Angeles, Westlake Community Plan, September 16, 1997, pg. II-4.*

[55] *City of Los Angeles Department of City Planning, 2015 Growth and Infrastructure Report, November 2016.*

addition, the Proposed Project's increase in housing units would be consistent with the SCAG forecast of 364,800 additional households in the City of Los Angeles between 2012 and 2040. As such, the Proposed Project would result in a less than significant impact with regards to housing units.

Employment

The Proposed Project does not propose any employee-generating land uses, such as office, commercial, or industrial uses. Therefore, the Proposed Project would not generate any employment growth and would therefore be within SCAG's employment growth forecast for the City of Los Angeles.

As further discussed in Section X, Land Use and Planning, the Proposed Project would be consistent with the Westlake Community Plan and the Central City West Specific Plan. As such, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout or that would result in an adverse physical change in the environment. The Proposed Project would not introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, Project impacts related to population, housing, and employment would be less than significant.

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

No Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site is currently developed with auto repair facilities, a food stand, and surface parking. As such, the Proposed Project would not displace any existing housing. The proposed residential uses would be consistent with the allowable uses as permitted by the zoning and General Plan land use designations. Therefore, no impact would occur.

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

No Impact. As discussed above, Project Site currently does not contain any residential dwelling units. No displacement of existing housing would occur with the development of the Proposed Project. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional residential related uses to the City of Los Angeles. Any residential related projects would result in direct population growth in the City of Los Angeles.

As discussed in Checklist Question XIII(a), the Proposed Project would not exceed the growth projections of SCAG's 2016 RTP/SCS for the City of Los Angeles subregion. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies, as the Proposed Project would promote and help

accommodate growth in urban centers that are close to existing employment centers and mass transit. Because the Proposed Project would not displace any residents, and population growth potentially associated with the Proposed Project has already been anticipated per SCAG projections, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

XIV. PUBLIC SERVICES

The location of public services (including fire services, police protection services, parks, and libraries) in the Project vicinity and that service the Project Site are shown in Figure III-19, below.

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

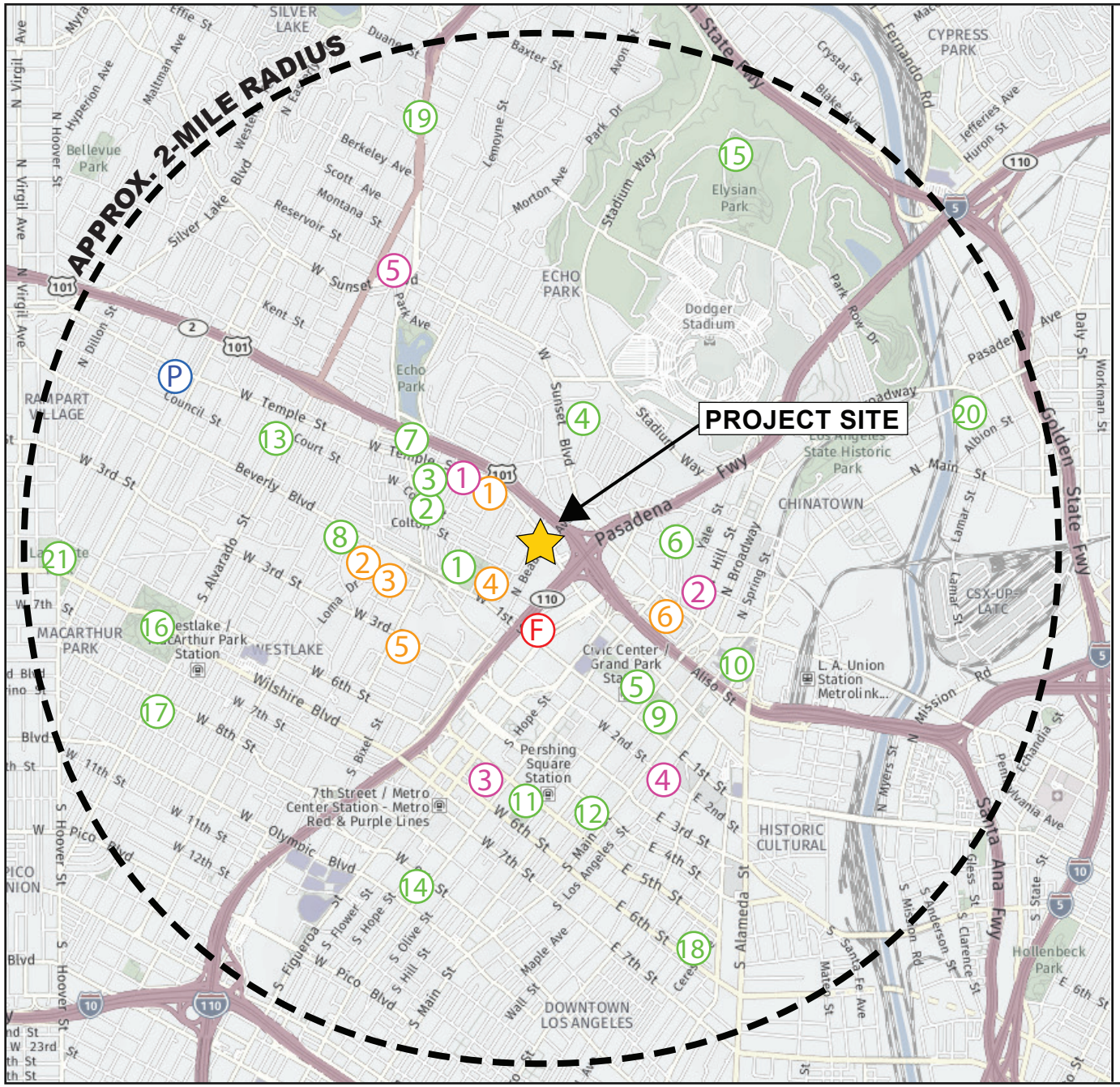
(i) Fire protection?

Less Than Significant Impact.

Construction

Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Proposed Project would include: keeping mechanical equipment in good operating condition, and as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAFD, construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flagmen would be used to facilitate the traffic flow until construction is complete. Construction of the Proposed Project would result in a less than significant impact to fire protection services.



LEGEND

F LAFD Station No. 3

P Rampart Community Police Station

Schools
1. Betty Plasencia Elementary
2. Sal Castro Middle School
3. Belmont Senior High School
4. Edward R. Roybal Learning Center
5. Miguel Contreras Learning Complex School
6. Ramon C. Cortines School

Parks
1. Vista Hermosa Park
2. Echo Deep Pool
3. Patton Street Park
4. Everett Triangle Park
5. Grand Park
6. Alpine Recreation Center
7. Echo Park Recreation Center and Lake
8. Unidad Park (Beverly Park)
9. City Hall Park Center
10. Los Angeles Plaza Park
11. Pershing Square Park
12. Spring Street Park
13. Lake Street Park & Community Center
14. Grand Hope Park
15. Elysian Park and Recreation Center
16. MacArthur Park
17. Hope and Peace Park
18. 6th & Gladys Street Park
19. Sunnynook River Park
20. Downey Recreation Center
21. Lafayette Community Center

Library
1. Echo Park Branch Library
2. Chinatown Branch Library
3. Central Library
4. Little Tokyo Branch Library
5. Edendale Branch Library

Source: Yahoo Maps, 2017.

PARKER ENVIRONMENTAL CONSULTANTS

Figure III-19
Public Services in the Project Site Vicinity

Operation

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.507.3.3 of the LAMC, the maximum response distance between high-density residential and neighborhood commercial land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles and two miles, respectively. If the distance is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project is located beyond the maximum response distance.

The Proposed Project would include up to 53 dwelling units that would generate approximately 165 residents.[56] The Proposed Project would increase the utilization of the Project Site, which is occupied by auto repair facilities, a food stand, and surface parking; the Proposed Project would potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 3, located at 108 N. Fremont Avenue, which is approximately 0.5-mile (driving distance) south of the Project Site. Fire protection services provided by LAFD Station No. 3 include a task force, ambulance, bus, light utility, and hazardous material response unit. The Project Site is also located approximately 1.3 miles southwest of the LAFD Station No. 4, located at 800 N. Main Street. Fire protection services provided at Station No. 4 include a task force, squad, rescue ambulance, and command post utility. Based on the response distance criteria specified in LAMC 57.507.3.3 and the relatively short distance from Fire Station No. 3 and Fire Station No. 4 to the Project Site, fire protection response would be considered adequate.

The Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the Proposed Project, the Project Applicant would submit a plot plan for review and approval by the LAFD either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire

[56] *A residential generation rate of 3.11 residents per multi-family unit used. Website: http://cityplanning.lacity.org/DRU/Locl/LocFrame.cfm?geo=CP&loc=Wlk&sgo=ct&rpt=PnH&yrx=Y09, accessed September 2017.*

hydrant, and entrances to any dwelling units or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. Thus, compliance with regulatory compliance measures regarding fire protection and safety would ensure that any impacts upon fire services created by the Proposed Project would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 12 related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD 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 Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD 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 project that exceeded the applicable response distance standards 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, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts related to the construction of new fire stations are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

(ii) Police Protection?

Less Than Significant With Mitigation Incorporated. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new police station or police substation, if warranted, would only be considered significant if the construction or operation of a new facility results in a physical adverse impact upon the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Proposed Project would include up to 53 dwelling units that would generate approximately 165 residents. The Proposed Project would increase the utilization of the Project Site, which is currently occupied by auto repair facilities, a food stand, and surface parking. As such, the Proposed Project could potentially increase the demand for LAPD services. The Project Site is located in the Rampart division of the LAPD's Central Bureau. The Project Site is served by the Rampart Community Police Station located at 1401 W. 6th Street, which is approximately 1.4 miles southwest of the Project Site. Within the Rampart Area, the Proposed Project is located within Reporting District (RD) 239.[57] Table III-19, Rampart Area Crime Statistics, provides crime statistics for Rampart area in the City of Los Angeles.

Table III-19
Rampart Area Crime Statistics

Crimes	2017 (Year to Date)[a]	2016 (Year to Date)	2015 (Year to Date)
Violent Crimes			
Homicide	7	18	8
Rape	73	75	63
Robbery	488	461	465
Aggravated Assault	610	562	568
Total Violent Crimes	**1,178**	**1,116**	**1,104**
Property Crimes			
Burglary	291	286	319
Motor Vehicle Theft	449	454	409
BTFV	932	789	859
Personal / Other Theft	737	777	743
Total Property Crimes	**2,409**	**2,306**	**2,330**
Total Part 1 Crimes	**3,587**	**3,422**	**3,434**
Child / Spousal Abuse (Part I & II)[b]	569	557	602
Shots Fired	73	97	91
Shooting Victims	42	42	38

Notes:
[a] *Crime Statistics for week ending September 9, 2017.*
[b] *Part II Child/Spousal Abuse Simple Assaults not included in Part 1 Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.*
Source: LAPD, COMPSTAT Unit, Rampart Area Profile, website: http://assets.lapdonline.org/assets/pdf/rmpprof.pdf, accessed September 2017.

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. The Proposed Project would incorporate temporary construction fencing along the periphery of the active construction areas to screen as much of the construction activity

[57] *Los Angeles Times Local, Mapping L.A. LAPD Northeast Division, Reporting District 239, website: http://maps.latimes.com/lapd/reporting-district/239/, accessed September 2017.*

from view at the local street level and to keep unpermitted persons from entering the construction area (refer to Mitigation Measure PS-1, below).

The development of the Proposed Project would result in an increase of on-site residents and visitors to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons may escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and security lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project guests and employees would be able to monitor suspicious activity at the building entry points (refer to Mitigation Measure PS-2, below).

With implementation of Mitigation Measure PS-1 and PS-2 provided below, the Proposed Project's impacts upon LAPD services would be less than significant.

Mitigation Measure:

PS-1 Public Services (Police – Demolition/Construction Sites)

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

PS-2 Public Services (Police)

- The plans shall incorporate the design features (outlined in LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design") relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 12 related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD 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 Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City 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, 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 and would not likely cause a significant impact upon the environment. 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 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. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

(iii) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD) resulting in the need for additional facilities whose construction or operation create significant direct or indirect impacts to the environment. The Project Site is located in LAUSD Board District 2. The Project Site is currently served by the one elementary school, one middle school, and four high schools. Table III-20, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

As shown in Table III-21, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately nine elementary students, two middle school students, and five high school students, for a total of approximately 16 students. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of a School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.

Table III-20
Resident Schools Serving the Project Site

School Name	Grades	Address
Betty Plasencia Elementary	K-5	1321 Cortez Street
Sal Castro Middle School	6-8	1575 W. 2nd Street
Belmont Senior High School [a]	9-12	1575 W. 2nd Street
Edward R. Roybal Learning Center [a]	9-12	1200 W. Colton Street
Miguel Contreras Learning Complex School (includes: Academic Leadership Community, School of Business and Tourism, School of Social Justice, and School of Global Studies) [a]	9-12	322 S. Lucas Avenue
Ramon C. Cortines School of Visual & Performing Arts [a]	9-12	450 N. Grand Avenue

Notes:
[a] *These schools require an application for enrollment.*
Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed September 2017.

Table III-21
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Existing Uses					
Commercial Uses [a]	4,190 sf	0	0	0	0
Proposed Project					
Multi-Family Residential [b]	53 du	9	2	5	16
Total Proposed Project Students:		**9**	**2**	**5**	**16**
Less Existing Students:		*0*	*0*	*0*	*0*
NET Total Estimated Students:		**9**	**2**	**5**	**16**

Notes:
sf = square feet; du = dwelling units
[a] *Student generation rates are as follows for commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.*
[b] *Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*
Source:
-For bullet point (a) above: Los Angeles Unified School District, School Fee Justification Study, September 2002.
For bullet point (b) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. This would create an increased cumulative demand on local school districts. However, as shown in Table II-6, in the Project Description section, there are two high schools proposed in close proximity to the Project Site that would decrease the demand on school services. Additionally, each of the related projects would be responsible for paying applicable school fees to mitigate the increased demand for school services. Pursuant to

Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of School Development Fee, the related projects and the Proposed Project's cumulative impacts on schools would be less than significant.

(iv) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the Proposed Project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Proposed Project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the Project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Plan of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities."

The Proposed Project is located within a highly urbanized area within the Westlake Community Plan Area. As shown in Table III-22, there are 21 parks or recreation facilities totaling approximately 705 acres of parkland within a 2-mile radius of the Project Site. These facilities range from 0.33-acre (Unidad Park) to 600 acres (Elysian Park). Elysian Park accounts for 600 acres of the approximate 703 acres within a 2-mile radius of the Project Site. Griffith Park is the second largest park in the Los Angeles region and provides many amenities for the residents and visitors in the City of Los Angeles.

Table III-22
Recreation and Park Facilities within the Project Area

Park Name	Park Size (acres)	Park Amenities	Approx. Distance to Project Site (miles)
1. Vista Hermosa Park	2.13	Children's play area, picnic tables, soccer field	0.36
2. Echo Deep Pool	1.04	Year-round indoor pool which offers various programming	0.43
3. Patton Street Park	0.42	Children's play area, outdoor fitness equipment, walking path, benches	0.43
4. Everett Triangle Park (a.k.a. Tear Drop Park)	0.53	Grass area	0.50
5. Grand Park	12.0	Open space, benches, and dog park	0.60
6. Alpine Recreation Center	1.97	Auditorium, basketball courts (lighted/indoor/outdoor), children's play area, indoor gym, volleyball courts	0.63
7. Echo Park Recreation Center, and Lake	28.60	Children's play area, picnic tables, basketball courts, tennis courts, barbecue pits, pool, soccer field, boathouse, paddle boats	0.65
8. Unidad Park (Beverly Park)	0.33	Children's play area, benches	0.73
9. City Hall Park Center	1.20	Open space and benches	0.85
10. Los Angeles Plaza Park (El Pueblo de Los Angeles Monument)	2.60	Open space, benches, museums, and Olvera Street	0.89
11. Pershing Square Park	4.44	Ice skating rink (seasonal), stage, sunken amphitheater	0.97
12. Spring Street Park	0.56	Open space, benches, and children's play area	1.06
13. Lake Street Park, Community Center, an Skate Park	1.52	Basketball courts (lighted/indoor), basketball courts (lighted/outdoor), children's play area, community room, indoor gym (without weights), volleyball courts (unlighted), skate plaza, grass area	1.13
14. Grand Hope Park	2.07	Clock tower, open space (lawns), and children's play area	1.37
15. Elysian Park and Recreation Center	600	Golf course, arboretum, hiking trails, horseshoe pits, jogging paths, picnic area, children's play area, indoor gym, basketball courts, barbecue pits	1.46
16. Mac Arthur Park	29.86	Lake, recreation center, open space, benches, children's play area, auditorium, picnic tables, walking paths, auditorium, class room, and paddle boats	1.46
17. Hope and Peace Park	0.57	Basketball courts and benches	1.59
18. 6th & Gladys Street Park	0.34	Open space and basketball court	1.68
19. Sunnynook River Park	3.59	Walking path, benches, picnic tables	1.69
20. Downey Recreation Center	3.02	Auditorium, baseball diamond (lighted), children's play area, picnic tables, classroom(s), club room(s), indoor gym (without weights), kitchen, multi-purpose sports field, stage, pool	1.69
21. Lafayette Community Center	8.10	Children's play area, picnic tables, basketball courts, tennis courts, community room, soccer field, kitchen, stage, TV area, skate park	2.00
Total Parkland (Approximate):	**704.89**		

Sources: Park distances, size, and amenities were determined using:
(1) City of Los Angeles Department of Recreation and Parks, Facility Locator, http://www.laparks.org/; and
(2) Navigate LA, http://navigatela.lacity.org/navigatela/, accessed September 2017.

As discussed in Checklist Question XII (a), it is estimated that the development of the Proposed Project would result in an increase of 165 new residents to the area. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a Citywide goal of serving such residents with approximately 0.66 acres of additional public parkland. The Proposed Project would contribute towards the achievement of such goal through a combination of (1) on-site open space proposed within the Project Site; (2) payment of park mitigation fees in accordance with Ordinance 184,505; and (3) the availability of existing park and recreation facilities within the area. The Proposed Project would provide approximately 5,774 square feet (0.13 acres) of total open space and amenities on-site available exclusively to serve Project residents and their guests. The Proposed Project may include a variety of on-site amenities including, but not limited to, a lobby patio, a community room, podium deck, gym, courtyard and lounging areas, balconies, and roof deck with a pool, thereby achieving the required square feet of open space required by the LAMC.

In addition to the on-site open space provided within the Proposed Project, the Proposed Project would be subject to Ordinance 184,505, which requires the payment of park mitigation fees for residential, non-subdivision projects. In accordance with Ordinance 184,505, these fees may be offset or reduced based on the amount of on-site open space and recreational amenities provided on-site. With compliance to Ordinance 184,505, the Proposed Project's impact upon parks and recreational facilities would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park mitigation fees (for all other residential projects). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

(v) Other Public Facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site and require the construction of additional library facilities that would create direct or indirect environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c)

whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library and 72 regional branch libraries. Approximately 6.5 million books and other materials comprise the LAPL collection. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include:

1) Echo Park Branch Library, located at 1410 W. Temple Street, approximately 0.4 mile west of the Project Site;
2) Chinatown Branch Library, located at 639 N. Hill Street, approximately 1.0 mile east of the Project Site;
3) Central Library, located at 630 W. 5th Street, approximately 1.1 miles south of the Project Site;
4) Little Tokyo Branch Library, located at 203 S. Los Angeles Street, approximately 1.2 miles southeast of the Project Site; and
5) Edendale Branch Library, located at 2011 W. Sunset Boulevard, approximately 1.4 miles north of the Project Site.[58]

The Proposed Project would result in an increase of approximately 165 residents. The five libraries within a 2-mile radius of the Project Site currently meet the library demands of the surrounding community and are anticipated to meet the Proposed Project's demand for library services. Therefore, the Proposed Project's impacts upon library services would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population, combined with the 165 additional residents generated by the Proposed Project, would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the 165 additional residents generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be reduced to a less than significant level.

[58] *City of Los Angeles Public Library, Hours and Locations, website: http://www.lapl.org/branches, accessed May 2017.*

XV. RECREATION

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

It is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in Table III-22, above, there are 21 existing, new, and recently improved parks within the Project area with approximately 705 acres of parkland available to serve the future residents of the Project Site. A notable park and recreation establishment is Elysian Park, the second largest park in the City of Los Angeles region with approximately 600 acres. This park includes picnic tables, hiking trails, bike path, horseshoe pits, and jogging path. In addition, the Proposed Project would provide approximately 5,774 square feet (0.13 acres) of open space and recreational facilities on-site that would be available exclusively to serve Project residents and their guests. The Proposed Project may include a variety of on-site amenities including, but not limited to, a lobby patio, a community room, pool deck, gym, courtyard and lounging areas, balconies, and roof decks. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially 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. In addition, the Project Applicant would pay the City's mandatory park mitigation fees, which is collected prior to a certificate of occupancy for residential land uses, and comply with regulatory compliance measure relating to parks (discussed above). Accordingly, the Proposed Project's impact upon parks and recreational facilities would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are 21 existing, new, or recently improved parks within the Project area with approximately 705 acres of parkland available to serve the future residents of the Project Site. The Proposed Project would also provide approximately 5,774 square feet of open space and

recreational facilities on-site. As discussed under Checklist Questions XIV (iv) above, Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project itself does not include the expansion of park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. The related projects that include residential units would be required to pay recreation taxes, fees, and/or applicable Quimby fees, as may be applicable to each project, to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park goals. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.

XVI. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the *Trip Generation Assessment for Proposed Residential Project at 1100 W. Temple Street in the Westlake Community of the City of Los Angeles* ("Trip Generation Assessment"), prepared by Hirsch/Green Transportation Consulting, Inc., dated June 26, 2017 and approved by LADOT on June 27, 2017. The Trip Generation Assessment and LADOT's correspondence of approval are provided as Appendix G to this IS/MND.

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

Less Than Significant With Mitigation Incorporated. The City of Los Angeles Department of Transportation ("LADOT") defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections at high volume-to-capacity ratios being more sensitive to additional traffic than those operating with available surplus capacity. As shown in Table III-23 below, a significant impact is identified by LADOT as an increase in an intersection's Critical Movement Analysis ("CMA") value, due to project-related traffic, of 0.010 or more when the finial ("With Project") intersection Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or LOS B, as these conditions exhibit sufficient surplus capacities to accommodate traffic increases with little effect on the intersection's traffic flows or overall operations.

Table III-23
Significant Traffic Impact Criteria for Signalized Intersections

Level of Service (LOS)	Final (With Project) CMA Value	Project-related Increase in CMA Value
A or B	≤ 0.700	No Impacts
C	> 0.701 ≤ 0.800	Equal to or greater than 0.04
D	> 0.801 ≤ 0.900	Equal to or greater than 0.02
E or F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles, Department of Transportation.

Project Trip Generation

The typical traffic-generating characteristics associated with a variety of common land uses, including residential and commercial uses similar to those associated with the Proposed Project and the existing site-related development, have been extensively surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers ("ITE"), with the most current information provided in the 9th Edition of the ITE's Trip Generation Manual (2012). The Trip Generation Assessment utilized trip generation rates and methodologies typically acceptable to the LADOT, as shown in Table III-24, below.

The Trip Generation Assessment estimates that the Proposed Project could result in approximately 233 net new site-related trips per day, including about 18 net new trips during the AM peak hour, and 20 net new trips during the PM peak hour, as shown Table III-25, below. Pursuant to LADOT's current *Transportation Impact Study Guidelines* (December 2016), projects that generate fewer than 43 net vehicle trips (or fewer than 25 net vehicle trips if the adjacent intersections operate at LOS E or F) during either the AM or PM peak hours are not required to prepare a traffic impact study, since incremental (project-related) traffic increases below these levels typically would not produce significant impacts to any streets or intersections in the Project vicinity. Therefore, since the net trip generation for the Proposed Project is expected to be less than these thresholds, no traffic impact study is warranted.

Table III-24
Proposed Project and Existing On-Site Uses Trip Generation Rates [a]

Apartment – per dwelling units (ITE Land Use 220)	
Daily Trips:	T = 6.65 (U)
AM Peak Hour:	T = 0.51 (U); I/B = 20%, O/B = 80%
PM Peak Hour:	T = 0.62 (U); I/B = 65%, O/B = 35%
Automobile Care Center – per 1,000 gross square feet (ITE Land Use 942)	
Daily Trips:	T = 28.25 (A)
AM Peak Hour:	T = 2.25 (A); I/B = 68%, O/B = 32%
PM Peak Hour:	T = 3.11 (A); I/B = 48%, O/B = 52%

Notes:
T = Trip Ends; U = Number of Residential Units; A = Building Area in 1,000 sf.
I/B = Inbound Trip Percentage; O/B = Outbound Trip Percentage
[a] *All trip generation rates and other information from 9th Ed. ITE Trip Generation, unless otherwise noted.*
Source: Hirsch/Green Transportation Consulting, Inc., Trip Generation Assessment for Proposed Residential Project at 1100 W. Temple Street in the Westlake Community of the City of Los Angeles, June 26, 2017.

Table III-25
Project Trip Generation Estimates

Land Use / Size	Daily	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Proposed Project							
53-unit Apartments	352	5	22	27	21	12	33
Less 0.4% "Affordable Units" Discount (4 units)	(1)	0	0	0	0	0	0
Total Proposed Project Trips:	***351***	***5***	***22***	***27***	***21***	***12***	***33***
Existing Uses (Removed)							
4,189 sf Auto Repair Shop	118	6	3	9	6	7	13
Total Net New Site Trips:	**233**	**(1)**	**19**	**18**	**15**	**5**	**20**

Notes: sf = square feet
Source: Hirsch/Green Transportation Consulting, Inc., Trip Generation Assessment for Proposed Residential Project at 1100 W. Temple Street in the Westlake Community of the City of Los Angeles, June 26, 2017.

Further, the Proposed Project would not generate a sufficient amount of net new traffic to result in significant impacts to warrant a traffic impact study. As a result, no traffic, access, or parking-related mitigation measures are warranted for the Proposed Project. Therefore, the Proposed Project's traffic impacts would be less than significant.

Construction Traffic

Project construction would include demolition, site clearing, shoring, hauling, construction, and finishing work. During construction of the Proposed Project, the construction workers would attempt to park and stage for construction on-site as much as possible. During periods of time where off-site street surfaces are needed, such as during garage excavation, the Applicant would submit for review and approval a traffic control plan, detailing days, time of day, and safety features. Construction worker vehicles that cannot be accommodated on-site would be provided off-street parking and encouraged to use public transit services

and/or shuttle service to the Project Site, if needed. The final parking plan for construction workers would be determined at the time of construction and outlined in the Construction Management Plan.

Additionally, the Proposed Project would require the use of haul trucks during demolition, site clearing and excavation, and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The Proposed Project would require approximately 4,500 cy of soil to be exported off site. The local haul route to the 101 Freeway from the Project Site would travel west along Temple Street, north along Glendale Boulevard, and utilize the Bellevue Avenue on-ramp. The haul route traveling to the Project Site from the 101 Freeway would utilize the Union Avenue off-ramp, then travel east on Temple Street to the Project Site. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. However, the Proposed Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they would contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measure T-1, below.

Mitigation Measures

T-1 Increase Vehicle Trips/Congestion from Construction

A Construction Management Plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Construction Management Plan would include the following elements:

- All construction related traffic shall be restricted to off-peak hours.
- Construction parking would be located on-site, within adjacent lots, street, and underground parking garage so as not to disrupt on-going traffic along Temple Street and Beaudry Avenue.
- All delivery truck loading and unloading shall take place on site or within the boundaries of an approved traffic control plan in order to reduce the effect of traffic flow on surrounding arterial streets.
- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

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

Less Than Significant Impact. A significant impact would occur if a project conflicts with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add 50 or more trips during the peak hours. In addition, a CMP traffic impact analysis is also required if a project adds 150 or more trips to the freeway, in either direction during either the AM or PM weekday peak hour.

As shown in Table III-25 above, the Proposed Project would not add 50 or more trips during either the weekday AM or PM peak hours, which would not add 50 trips to any nearby CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for preparation of a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required. Additionally, the Proposed Project would not add 150 or more trips during either the weekday AM or PM peak hours, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required. As such, the Proposed Project would not conflict with the adopted CMP and impacts would be less than significant.

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

No Impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Proposed Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in Los Angeles. Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. Primary access would be provided via Angelina Street. The Proposed Project would eliminate the existing driveways along Temple Street, which is classified as an "Avenue II" roadway and would provide two driveways along Angelina Street, which is classified as a "Collector Street" in the Mobility Plan. The Proposed Project would not introduce new vehicular access driveways that could potentially conflict with pedestrian circulation and traffic. Therefore, the Proposed Project would not substantially increase hazards due to design features or incompatible uses, and a less than significant impact would occur.

e) Would the project result in inadequate emergency access?

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

As previously discussed in Section VIII (g), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the impacts would be less than significant.

As described in Section XIV (a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and the impact would be less than significant.

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

Less Than Significant With Mitigation Incorporated. . A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs. However, due to the construction of a multi-family structure, as well as a proposed 4,500 cubic yards of earth export, there may be impacts to pedestrian facilities, including the temporary closure of sidewalks. Therefore, mitigation is necessary to ensure that impacts are less than significant.

Mitigation Measures

T-2 Transportation/Traffic

- The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases to the extent reasonably feasible. Sidewalks shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic, and overhead protection.

- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 12 related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Westlake Community Plan Area. As noted above, the Proposed Project's traffic increases would be below levels that would produce significant impacts to any streets or intersections in the Project vicinity. Therefore, the Proposed Project's cumulative traffic impacts would be less than significant.

XVII. TRIBAL CULTURAL RESOURCES

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined by Public Resources Code Section 5020.1(k)?

Less Than Significant Impact. Public Resources Code Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is 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. PRC 5024.1(c) states that "[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in response to Checklist Question V(b) (Cultural Resources, Archeological Resources), the SCCIC records search conducted for the Project Site does not identify any archeological resources on the Project Site. The SCCIC records search further shows that four prior reports/studies were conducted at the Project Site. The SCCIC records search (dated October 20, 2017) is contained in Appendix I.2.

The Project Site is located in a highly urbanized area of the Westlake Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities along with associated control/maintenance of existing buildings. The Proposed Project includes subgrade preparation that would involve the excavation and export of approximately 4,500 cubic yards of soil. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With the implementation of regulatory compliance measures, potential impacts to archaeological resources would be less than significant.

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 the Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe?

Less Than Significant Impact. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of 10 Tribes known to have resources in this area, on February 9, 2018, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On February 20, 2018, one tribal response was received from the Gabrielino Band of Mission Indians – Kizh Nation who requested consultation on the project. On February 20, 2018, the City contacted the Tribe to schedule a consultation, and no response from the Tribe was received. The City attempted to contact the Tribe again on March 5, 2018 in order to schedule consultation, and no response from the Tribe was received. Therefore, on March 23, 2018, 30 days

after receiving a request for consultation and attempting to schedule consultation, the City closed the consultation period.

XVIII. UTILITIES AND SERVICE SYSTEMS

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

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

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Water Reclamation Plant (HWRP). The HWRP is a public facility and is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, impacts associated with wastewater treatment requirements would be less than significant.

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

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

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles

Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[59] The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.[60]

As shown in Table III-26 below, the Proposed Project would generate a net increase in water demand of approximately 6,948 gallons per day (gpd) of water, which is well within the City's available water treatment capacity and future anticipated water demand projections. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Proposed Project's population growth is within SCAG's forecast, the Proposed Project's increased water demand would not measurably impact the LAAFP's treatment capacity; therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Table III-26
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Uses			
Auto Body/Mechanic Shop	3,669 sf	0.096 gpd/sf	352
Food Stand	521 sf	0.36 gpd/sf	188
		Total Existing Water Demand:	**540**
Proposed Project			
Residential Units (53 total du)			
Studio	13 du	96 gpd/du	1,248
One Bedroom	30 du	144 gpd/du	4,320
Two Bedroom	10 du	192 gpd/du	1,920
		Total Proposed Project Water Demand:	**7,488**
		Less Existing Water Demand:	*-540*
		Total Net Additional Water Demand:	**6,948**

Notes:
sf =square feet; du = dwelling units; gpd = gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation.*
Source: Parker Environmental Consultants, 2017.

[59] *U.S. Department of Energy, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization-–-oxygen-plant-replacement, accessed September 2017.*

[60] *Los Angeles Department of Water and Power, website: http://www.ladwp.com/, accessed September 2015.*

Although no system upgrades are anticipated at this time, the water system will be verified again at the time of construction. In the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

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

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[61] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. As shown in Table III-27, the Proposed Project would generate a net increase of approximately 5,790 gpd of wastewater, representing a fraction of one percent of the available capacity. Based on the configuration of the sewer lines serving the Project Site, the Proposed Project's sewer flows may be routed to the lines under Temple Street, Beaudry Avenue, or split between lines.[62] In accordance with the *L.A. CEQA Thresholds Guide*, the estimated sewer flows were based on the sewerage generation factors for residential and commercial categories (City of Los Angeles, Bureau of Sanitation, 1996). The HWRP has a remaining capacity of 175 mgd, and as such would have adequate capacity to serve the Project Site. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

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[61] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org, accessed September 2017.*

[62] *City of Los Angeles Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/, accessed September 2017.*

Table III-27
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Generation Rate (gpd/unit) [a]	Total Wastewater Demand (gpd)
Existing Uses			
Auto Body/Mechanic Shop	3,669 sf	0.08 gpd/sf	294
Food Stand	521 sf	0.3 gpd/sf	156
Total Existing Wastewater Generation:			**450**
Proposed Project			
Residential Units (53 total du)			
Studio	13 du	80 gpd/du	1,040
One Bedroom	30 du	120 gpd/du	3,600
Two Bedroom	10 du	160 gpd/du	1,600
Total Project Site Wastewater Generation:			**6,240**
Less Existing Waster Generation:			*-450*
Total Project Net Additional Wastewater Generation:			**5,790**

Notes:
sf =square feet; du = dwelling units, gpd: gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.*
Source: Parker Environmental Consultants, 2017.

The Project area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage from the Project Site to the HWRP. As part of the pre-construction process, detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point for the Project Site. Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (No. 166,060), the Bureau of Sanitation does not make a determination of sewer capacity until LADBS has established that the Proposed Project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from the Proposed Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant would be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If it is determined that the sewer system has insufficient capacity to serve the Proposed Project, the Applicant may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Based on the configuration of sewer lines serving the Proposed Project, the Proposed Project's sewer flows would be routed to the lines under Temple Street and/or Beaudry Avenue. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described in Question IX(c) the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Proposed Project would be required to demonstrate compliance with Low Impact Development standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Proposed Project Site is currently developed with auto repair facilities, a food stand, and surface parking. Runoff from the Project Site currently is and would continue to be directed towards existing storm drains in the Project vicinity. As stated previously in response to Checklist Question IX, the Project shall comply with NPDES requirements and the LID regulations, and implement BMPs during the construction and operation of the Proposed Project.

The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. Thus, development of the Proposed Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. Therefore, Project impacts would be considered less than significant.

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

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

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2015 Urban Water Management Plan (UWMP), which estimates future demand based on population and growth estimated reported in SCAG's RTP/SCS, projects a total water demand and supply of 675,685 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Through various conservation strategies, the LADWP will

be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table III-26, the Proposed Project's net increase in water demand would be 6,948 gallons per day. Through the 2015 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management. Accordingly, the Proposed Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2015 UWMP. Thus, the Proposed Project would have a less-than-significant impact on water demand.

In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184248, Los Angeles Ordinance No. 184,692, the 2017 Los Angeles Plumbing Code, the 2016 California Green Building Standards Code (CAL Green), and the 2017 Los Angeles Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (Emergency Water Conservation Plan) imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. Compliance with the regulatory compliance measures identified above would ensure the Proposed Project's demands for potable water resources are less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. As discussed in Section XIII, Population and Housing, the Proposed Project would be consistent with SCAG's growth projections for the City of Los Angeles. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 UWMP.

Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. With approval of the requested discretionary actions, the Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 UWMP, and impacts associated with increased water demand would be less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in Checklist Question XVIII(b), above, the sewage flow will ultimately be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project.[63] Therefore, impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity.

Local Wastewater Generation

Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the Proposed Project would require approval from the Bureau of Sanitation, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable.

Regional Wastewater Generation

The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significant reduced with the

[63] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: https://www.lacitysan.org, accessed September 2017.*

cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts with respect to wastewater demand would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70% of the solid waste generated in the City by 2013, diverting 90% by 2025, and becoming a zero waste city by 2030. State law currently requires at least 50% solid waste diversion and establishes a state-wide goal of 75% diversion by 2020. Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 72.6 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 22 years. The Chiquita

Canyon Landfill has a remaining capacity of 758,146 tons.[64] For the past decade, Chiquita Canyon Landfill has been working with the County of Los Angeles on an Environmental Impact Report (EIR) and a new Conditional Use Permit (CUP) application. An expansion of the Chiquita Canyon Landfill was recently approved and would add a capacity of 60 million tons (an approximate 30-year life expectancy).

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The Proposed Project would include a total of 47,291 square feet of residential floor area (including common floor area). Based on the construction of the new floor area, it is estimated that the construction of the Proposed Project would generate approximately 691 tons of debris during the demolition and construction process (see Table III-28, below), plus an additional 4,500 cy of soil export during the site clearing phase. All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon Landfill or the Chiquita Canyon Landfill, which accept inert construction waste and yard waste from areas within the County of Los Angeles. The Sunshine Canyon Landfill and the Chiquita Canyon Landfill are located approximately 26 miles and 38 miles north of the Project Site, respectively. For recycling efforts, Waste Management Downtown Diversion accepts construction waste for recycling. Waste Management Downtown Diversion is located 4 miles south from the Project Site (approx. 8 miles round trip). Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

Table III-28
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate [a] [b]	Generated Waste (tons)
Demolition			
Commercial Building	4,190 sf	155 lbs/sf	325
Paved Surface Parking Lot [c]	11,800 sf (219 cy)	2,400 lbs/cy	262
Construction			
Residential (53 dwelling units)	47,291 sf	4.38 lbs/sf	104
		Total Debris:	**691**

Notes:
sf = square feet; lbs = pounds
[a] *CalRecycle, Solid Waste Cleanup Program Weights and Volumes for Project Estimates, http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm, accessed October 2016.*
[b] *United States Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, 2003.*
[c] *Assumes that parking lot is 0.5 feet in depth.*
Source: Parker Environmental Consultants, 2018.

[64] *County of Los Angeles Department of Public Works, 2015 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, December 2016.*

As shown in Table III-29, Estimated Operational Solid Waste Generation, the Proposed Project's net additional generation during operation of the Proposed Project would be 627 pounds per day (or approximately 0.31 tons per day), which is well within area landfills' capacity. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services.

Table III-29
Estimated Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Uses			
Commercial Uses	4,190 sf	0.005 lbs/sf/day	21
Proposed Project			
Multi-Family Residential	53 du	12.23 lbs/du/day	648
		Total Project Site Solid Waste Generation:	**648**
		Less Existing Solid Waste Generation:	*-21*
		Total Project Net Additional Solid Waste Generation:	**627**

Notes: sf =square feet; du = dwelling units
Sources:
[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
Parker Environmental Consultants, 2018.

Implementation of the following code compliance measures would further reduce the Project's impacts on solid waste generation. In compliance with the LAMC, the Proposed Project shall provide readily accessible recycling areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70% by 2013, the Applicant would salvage and recycle construction and demolition materials to ensure that a minimum of 70% of construction-related solid waste that can be recycled is diverted from the waste stream. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70%. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

The amount of solid waste generated by the Proposed Project is within the available capacities of area landfills, and the Proposed Project's impacts to regional landfill capacity would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential building. The Proposed Project would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, the Project's solid waste impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 12 related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. The cumulative operational solid waste generation of the related projects and Proposed Project would represents a small fraction of the remaining capacities of the Sunshine Canyon Landfill and Chiquita Canyon Landfill, which currently have a remaining permitted capacity of approximately 73.4 million tons.

While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Proposed Project, in the future there will be a need to develop additional landfills and other waste disposal options to accommodate future growth. These options include diversion or transformation as the preferred methods for addressing solid waste and specific and practical applications (i.e., market development, public education and public policy initiatives) within the City.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by the California Integrated Waste Management Act (CIWMA) of 1989.[65] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, black yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the

[65] *City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.*

amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, the Proposed Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a highly urbanized area and the Project Site is currently developed with urban uses, development of the Project would result in a less than significant impact to biological and cultural resources with adherence to regulatory compliance measures. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

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. A significant impact may occur if the Proposed Project, in conjunction with the 12 related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities and service systems would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project has the potential

to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified within this expanded Initial Study analysis.

STATE CEQA GUIDELINES APPENDIX F: ENERGY CONSERVATION

Appendix F: Energy Conservation of the State CEQA Guidelines states the goal of conserving energy implies the wise and efficient use of energy. The State CEQA Guidelines outlines three means to achieve this goal:

1. Decreasing overall per capita energy consumption,

2. Decreasing reliance on fossil fuels such as coal, natural gas and oil, and

3. Increasing reliance on renewable energy sources.

The Proposed Project would redevelop a site that is currently used for automotive uses with a residential building on an infill site, which would contribute to the revitalization of the Westlake Community Plan area. As a new residential project, the Proposed Project is required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. California's Energy Efficiency Standards for Residential and Nonresidential Buildings located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," which was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 Standards will continue to improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The effective date of the 2016 Standards is January 1, 2017.[66] The Energy Efficiency Standards are a specific response to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The Proposed Project includes energy efficiency components to conserve energy, which are detailed below.

As discussed earlier, the Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy.

[66] *California Energy Commission, 2016 Building Energy Efficiency Standards, website: http://www.energy.ca.gov/title24/2016standards/, accessed September 2017.*

Existing Infrastructure

The Project Site is located in a highly urbanized area in the Westlake Community. The surrounding area is primarily served by overhead circuits along Temple Street, Beaudry Avenue, and Angelina Street. The Proposed Project would require on-site transformation and may require underground line extension on public streets. In the event infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be conducted within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from energy infrastructure improvements would be less than significant.

Electric service is available and would be provided to the Project Site. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the panned growth of the City's power system.

Energy Consumption

a) Construction

Energy would be consumed during the demolition, site clearing, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Construction of the Proposed Project would require the export of soil, asphalt, and building debris from the Project Site during the demolition and site clearing phases. The site clearing phase of the Proposed Project would generate additional haul trips and diesel fuel would be consumed by heavy equipment during the site clearing, grading, and construction process. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. In addition to diesel fuel and vehicular fuel, an unquantifiable amount of electricity and natural gas would be consumed as a result of the temporary construction process.

Based on carbon dioxide emission factors for transportation fuels published by the U.S. Energy Information Administration, the amount of diesel and petroleum-based gasoline (E10)[67] consumed can be estimated based on CO_2 emissions.[68] Burning one gallon of diesel fuel generates approximately 22.38 pounds of CO_2. Burning one gallon of petroleum-based gasoline with 10 percent ethanol content (E10) produces approximately 17.68 pounds of CO_2 emissions. Based on the U.S. Energy Information Administration fuel

[67] *Blends of petroleum-based gasoline with 10% ethanol, commonly referred to as E10, account for more than 95% of the fuel consumed in motor vehicles with gasoline engines, U.S. Energy Information Administration, website: http://www.eia.gov/todayinenergy/detail.php?id=26092, accessed September 2017.*

[68] *U.S. Energy Information Administration, website: http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11, accessed September 2017.*

consumption factors identified above, and the Proposed Project's estimated "Total CO_2" emissions presented in Appendix D of this IS/MND, Greenhouse Gas Emissions Worksheets, it is estimated that the construction of the Proposed Project would consume a total of approximately 58,560 gallons of fuel, including approximately 42,167 gallons of diesel fuel and 16,393 gallons of gasoline.[69]

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Accordingly, energy demands during construction would be less than significant.

b) Operation

i) Electricity

As shown in Table III-30, below, the estimated net increase in electricity consumption by the Proposed Project would be approximately 241,430 kWh per year. As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the *L.A. Green Building Code* requires projects to achieve a 20 percent reduction in wastewater generation. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption. Additionally, as discussed above, electric service is available and would be provided to the Project Site. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the panned growth of the City's power system.

The Proposed Project would include energy conservation features. Specifically, the residential units would include energy efficient lighting fixtures, ENERGY STAR-rated appliances for residential dwelling units, low-flow water features, and energy efficient mechanical heating and ventilation systems. Thus, the Proposed Project's 53 residential units would incorporate energy conservation features.

[69] *Refer to Fuel Consumption Calculations included as Appendix H in this IS/MND.*

Table III-30
Estimated Electricity Consumption by the Proposed Project

Land Use	Size	Generation Rate [a]	Unit	Total (kilowatt hours/year)
Existing Uses				
Commercial Uses	4,190 sf	13.55	kWh/sf/year	56,775
			Total Existing Electricity Consumption:	**56,775**
Proposed Project				
Residential Uses	53 du	5,626.5	kWh/unit/year	298,205
			Proposed Project Total Electricity Consumption:	**298,205**
			Less Existing Electricity Consumption:	*-56,775*
			Net Electricity Demand	**241,430**

Notes:
du: dwelling unit; sf: square feet; kWh = kilowatt-hour
[a] SCAQMD CEQA Air Quality Handbook, 1993.
Source: Parker Environmental Consultants, 2017.

ii) Natural Gas

Natural gas for the Project Site is provided by Southern California Gas Company ("SCG"). Gas supply available to SCG from California sources averaged 122 million cf/day in 2015. SCG projects total natural gas demand to decrease at an annual rate of 0.6 percent per year from 2016 to 2035. This decrease is due to more efficient power plants, pursuing demand-side reductions, and the acquisition of preferred power generation resources that produce little or no carbon emissions. Thus, with the natural gas consumption becoming more efficient and decreasing, the SCG's projection for natural gas also decreases. Interstate pipeline delivery capability into SCG on any given day is theoretically approximately 6,725 million cf/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SCG's estimated physical capacity of upstream pipelines. SCG's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cubic feet; of that, 83 billion cubic feet is allocated to residential, small industrial and commercial customers.[70] As shown in Table III-31, below, the natural gas consumption as a result of the operation of the Proposed Project, approximately 200,459 cubic feet per month, would represent a very small fraction of one percent of the SCG's existing natural gas storage capacity and therefore, would be within the SCG's existing natural gas storage capacity of 83 billion cubic feet as of 2016.

[70] *California Gas and Electric Utilities, 2016 California Gas Report, website: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, accessed September 2017.*

Table III-31
Estimated Natural Gas Consumption by the Proposed Project

Land Use	Size	Generation Rate[a]	Unit	Total (cubic feet/month)
Existing Conditions				
Commercial Uses	4,190 sf	2.9	cf/sf/month	12,151
			Total Existing Natural Gas Consumption:	**12,151**
Proposed Project				
Residential Uses	53 du	4,011.5	cf/unit/month	212,610
			Proposed Project Total Natural Gas Consumption:	**212,610**
			Less Existing Natural Gas Consumption:	*-12,151*
			Total Net Increase in Natural Gas Consumption	**200,459**

Notes:
du: dwelling unit; sf: square feet
[a] *SCAQMD CEQA Air Quality Handbook, 1993.*
Source: Parker Environmental Consultants, 2017.

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption.

Fossil Fuels

Approximately 64,356 gallons of gasoline fuel would be utilized by mobile sources annually during operation of the Proposed Project.[71] However, the Proposed Project would include several conservation measures to decrease reliance on fossil fuels, including coal, natural gas and oil. The Project Site is located in the Westlake area, just west of Downtown Los Angeles, which is highly connected to the regional transit network in the Los Angeles area. Public transportation within the Project Site consists primarily of multiple-stop, local-serving bus lines that provide access to shopping, business, and entertainment destinations in the Project vicinity, although some regional/commuter public transit opportunities, including the Metro Red Line and Metro Purple Line (light rail subway), are also present. The bus service in the Project vicinity is operated primarily by the Los Angeles County Metropolitan Transportation Authority ("Metro"), although other public transit providers, including LADOT (DASH) also provide service within or near the Project area. Specifically, a total of 10 bus lines, including both local-stop (Metro 10/48, Metro 92, Metro 2/302, Metro 4, Metro 55/355, Metro 60, LADOT DASH – Lincoln Heights/Chinatown, DASH Downtown B),

[71] *Refer to Fuel Consumption Calculations included as Appendix H in this IS/MND.*

and regional/commuter lines (Commuter Express 438 and Commuter Express 448) currently serve the Project Site via stops located within convenient walking distance along Temple Street, Beaudry Avenue, Sunset Boulevard, Figueroa Street, Bellevue Avenue, Grand Avenue, and other nearby streets. Additionally, while some bus lines and/or other transit services in the general Project vicinity are considered to be too distant from the Project Site (generally, more than one-quarter mile) to be used directly (such as the Metro Red Line and Purple Line, which provides stops at the Civic Center/Grand Park Metro station), these services can be accessed via connections to or transfers from the site-serving lines to provide access for Project residents and visitors between the Project Site and the larger regional area. Due to its proximity to the bus stops and Metro stations aforementioned, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

Additionally, as an infill development, Proposed Project would incorporate residential land uses. Because of the Project Site's location near transit service, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some residents and/or visitors would take transit to their destinations, or would walk to destinations nearby. As discussed in the Trip Generation Assessment (see Appendix G of this IS/MND), an adjustment to the trip generation was made, with LADOT approval, to reflect these conditions. For the trips generated by the residential uses, a reduction of 0.4% was applied as an affordable units discount. The reduction in vehicle trips, due to the Project Site's location in a transit-oriented district and including affordable housing, would therefore decrease the Proposed Project's reliance on fossil fuels.

Renewable Energy

The LADWP's 2015 Power Integrated Resource Plan (IRP) serves as a comprehensive 20-year plan to supply reliable electricity to the City of Los Angeles in an environmentally responsible and cost effective manner. The 2015 IRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. The 2015 IRP outlines an aggressive strategy for LADWP to accomplish its goals and provide sufficient resources over the next 20 years given the information presently available, including the following major strategic initiatives: (1) Eliminate Coal from LADWP's Power Supply, (2) Reach 33 percent renewable portfolio standard by 2020 and 50 percent by 2030, including a goal of 800 MW Local Solar, (3) Achieve 15 percent energy efficiency by 2020, (4) Eliminate the use of Once-through Cooling by Repowering Coastal Units by 2029, (5) Invest in the Power System Reliability Program, and (6) Promote a high scenario of Transportation Electrification. As the Proposed Project will derive its electricity from the LADWP, the Proposed Project's energy demands will primarily be derived from renewable energy sources. On a project specific level, the Proposed Project includes the following features which will further reduce energy demands:

- *Proximity to mass transit:* The Project Site is an infill site within a Transit Priority Area as defined by CEQA. The Project Site is also located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.

- *In-Fill Smart Growth:* The Proposed Project is located on an existing infill site that is currently developed with auto repair facilities, a food stand, and surface parking, which is located in a highly developed area of the Westlake Community. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads

to accommodate the proposed development.

- *Trip Reduction:* In addition to its location in a Transit Priority Area, the Proposed Project would also provide on-site bicycle parking in bicycle storage spaces pursuant to the City of Los Angeles Bicycle Ordinance (Ord. 182,386). Pursuant to LAMC Section 12.21 A.16, the Proposed Project is required to supply 5 short-term bicycle parking spaces and 53 long-term bicycle parking spaces, for a total of 58 bicycle parking spaces. The Proposed Project proposes to provide 58 spaces, which is consistent with the requirements in the LAMC.

- *Resource Conservation:* As mandated by the *L.A. Green Building Code*, the Proposed Project would be required to meet Title 24 2016 standards and include ENERGY STAR-rated appliances. The Proposed Project would incorporate energy conservation features in the proposed residential units such as low-flow water fixtures and energy conservation appliances.

With incorporation of the features identified above, the Proposed Project would not result in any significant environmental effects with respect to renewable energy.

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks

ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles

CUP	conditional use permit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant

LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commision
NFRAP	No Further Remedial Action Planned Sites

NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan

SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TIA	Traffic Impact Assessment
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRF	Variable Refrigerant Flow Air-conditioning

WE	Water Efficiency
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System